



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

### Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

### About Google Book Search

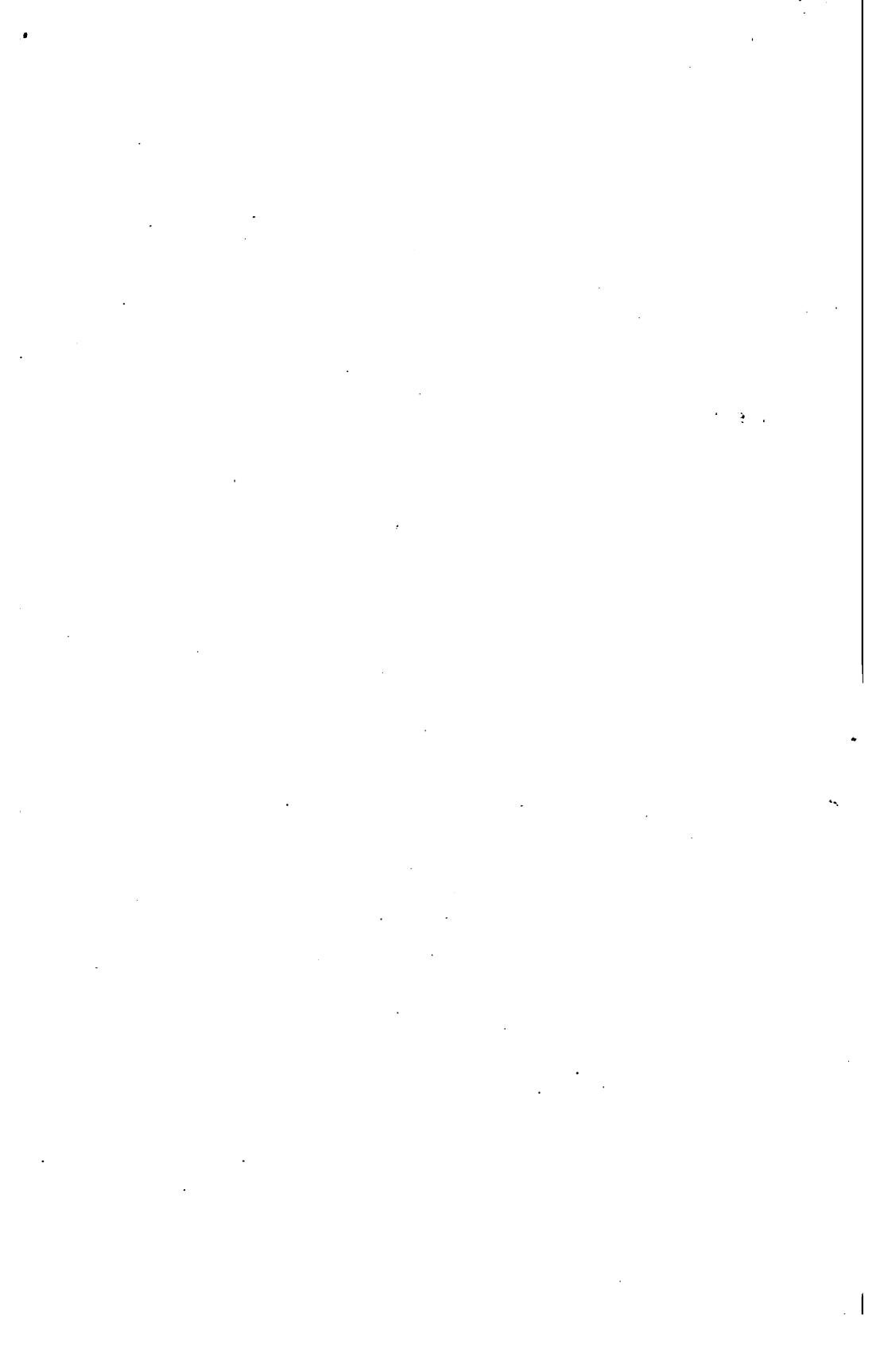
Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

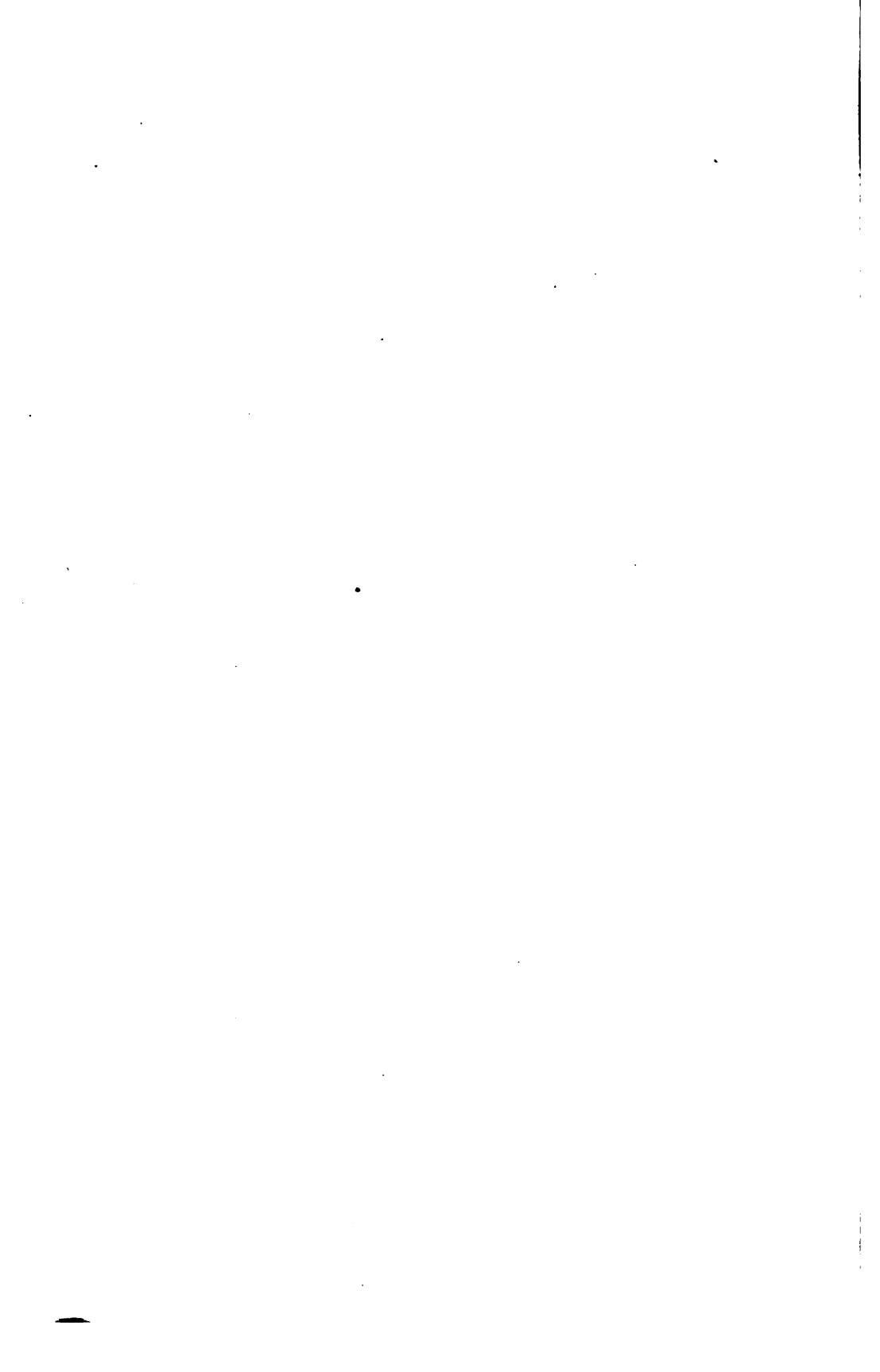
Nav 1803.5

Harvard College Library

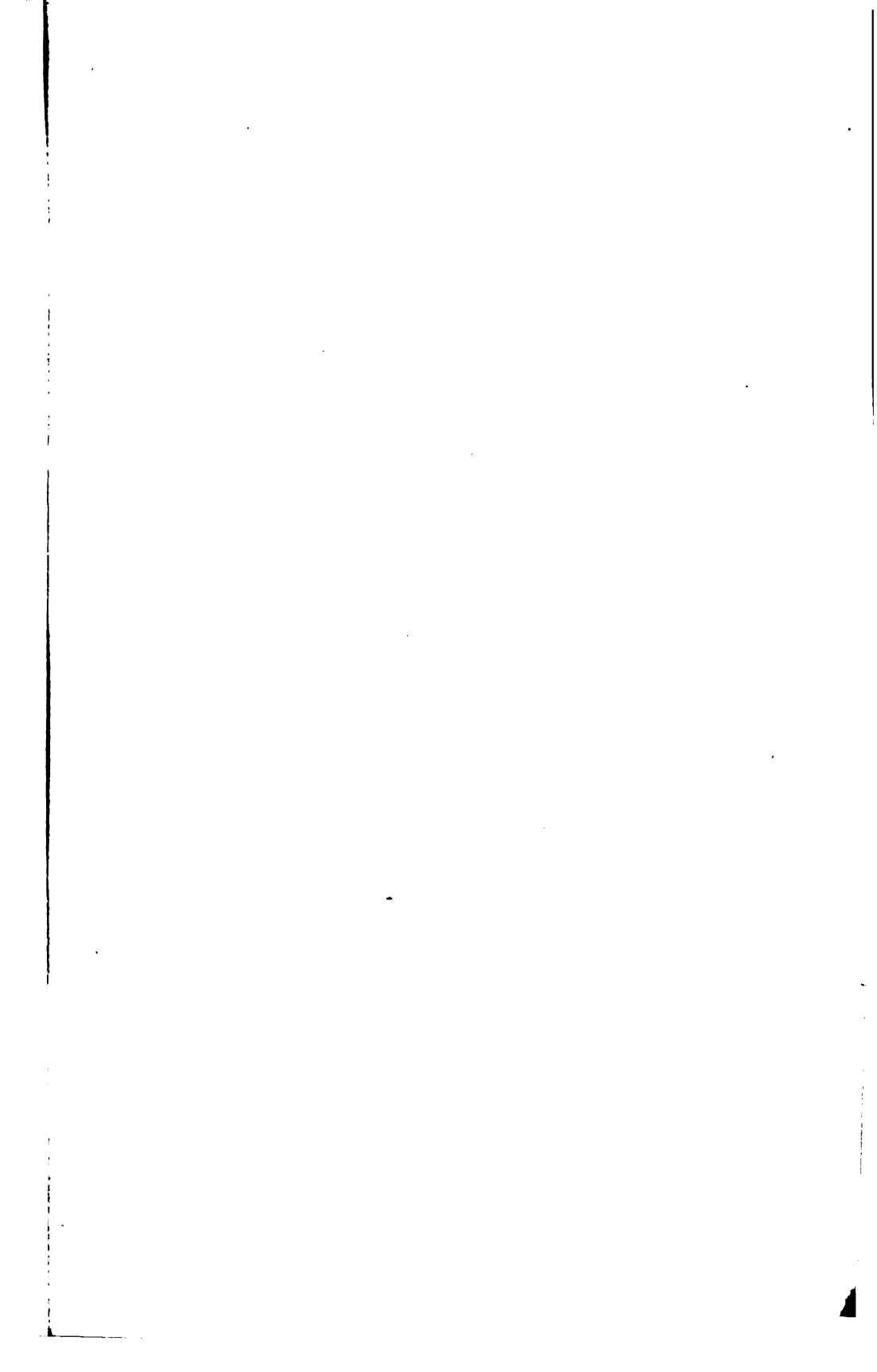


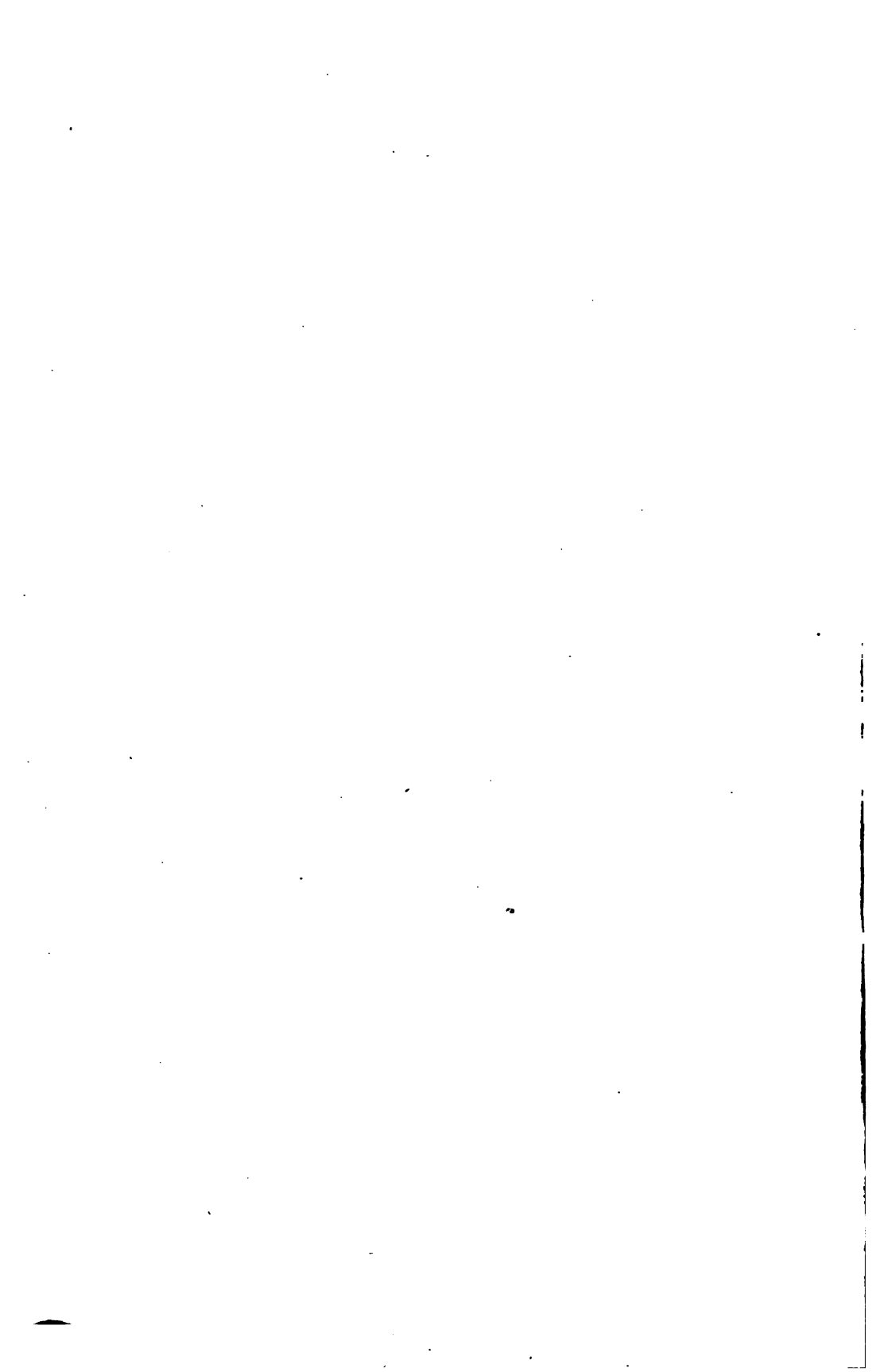
FROM THE  
UNITED STATES GOVERNMENT











ANNUAL REPORT OF  
**THE UNITED STATES  
COAST GUARD**

FOR THE FISCAL YEAR ENDED JUNE 30

1920



WASHINGTON  
GOVERNMENT PRINTING OFFICE  
1920

Nav 1803.5

Harvard College Library  
Feb. 8, 1921  
From  
United States Government

TREASURY DEPARTMENT,

Document No. 2883.

*Coast Guard.*



## CONTENTS.

---

	Page
Summary of operations.....	1
Ice patrol.....	1
Winter cruising.....	1
Assistance to vessels in distress.....	2
Cruises in northern waters.....	3
Anchorage and movements of vessels.....	3
Florida coast patrol.....	3
Medical aid to deep-sea fishermen.....	3
Removal of derelicts.....	3
Resuscitation of the apparently drowned.....	3
Customs duties.....	3
Enforcement of navigation and other laws.....	3
Coastal communication.....	3
Aviation.....	3
Recruiting.....	3
Discipline.....	3
Coast Guard Academy.....	3
Coast Guard depot.....	3
Vessels and stations.....	3
River cutters.....	4
Legislation.....	4
Promotion in commissioned grades.....	4
Civilian personnel.....	4
Transfer of Coast Guard to Navy.....	4
Appropriations and expenditures.....	4
Functions, duties, organization, and equipment.....	4
Awards of life-saving medals.....	6
Casualties involving loss of life.....	6
Blue Anchor Society, aid for the shipwrecked.....	6
Tabular statement of assistance rendered by cutters and stations involv- ing the saving of life and property.....	70
Tabular statement of miscellaneous assistance rendered.....	159
Summary of wrecks and other marine casualties occurring in United States waters and to American vessels at sea and in foreign waters.....	189
Letters received acknowledging services.....	194
Reports of the board on life-saving appliances.....	209
Addenda: Tabular statements of operations during the fiscal years 1918 and 1919.....	225



TREASURY DEPARTMENT,  
UNITED STATES COAST GUARD,  
*Washington, D. C., October 12, 1920.*

SIR: As required by section 5 of the act of January 28, 1915, I have the honor to submit the following report of the operations of the Coast Guard for the fiscal year ended June 30, 1920, and of the expenditures of moneys appropriated for the maintenance of the Coast Guard for that period.

Respectfully,

W. E. REYNOLDS,  
*Commandant.*

Hon. D. F. HOUSTON,  
*Secretary of the Treasury.*





## **United States Coast Guard.**

---

Secretary of the Treasury, Hon. DAVID F. HOUSTON.

Assistant Secretary of the Treasury, Hon. JAMES H. MOYLE (having supervision).

### **HEADQUARTERS ORGANIZATION.**

Commandant, Commodore WILLIAM E. REYNOLDS.

Aide to Commandant, Lieut. Commander FREDERICK C. BILLARD.

Capt. DANIEL P. FOLEY, chief of division of inspection.

Mr. OLIVER M. MAXAM, chief of division of operations.

Mr. CLIFTON P. CLARK, assistant chief of division of operations.

Commander HARRY G. HAMLET, chief of division of personnel.

Mr. GEORGE H. SLAYBAUGH, chief of division of matériel.

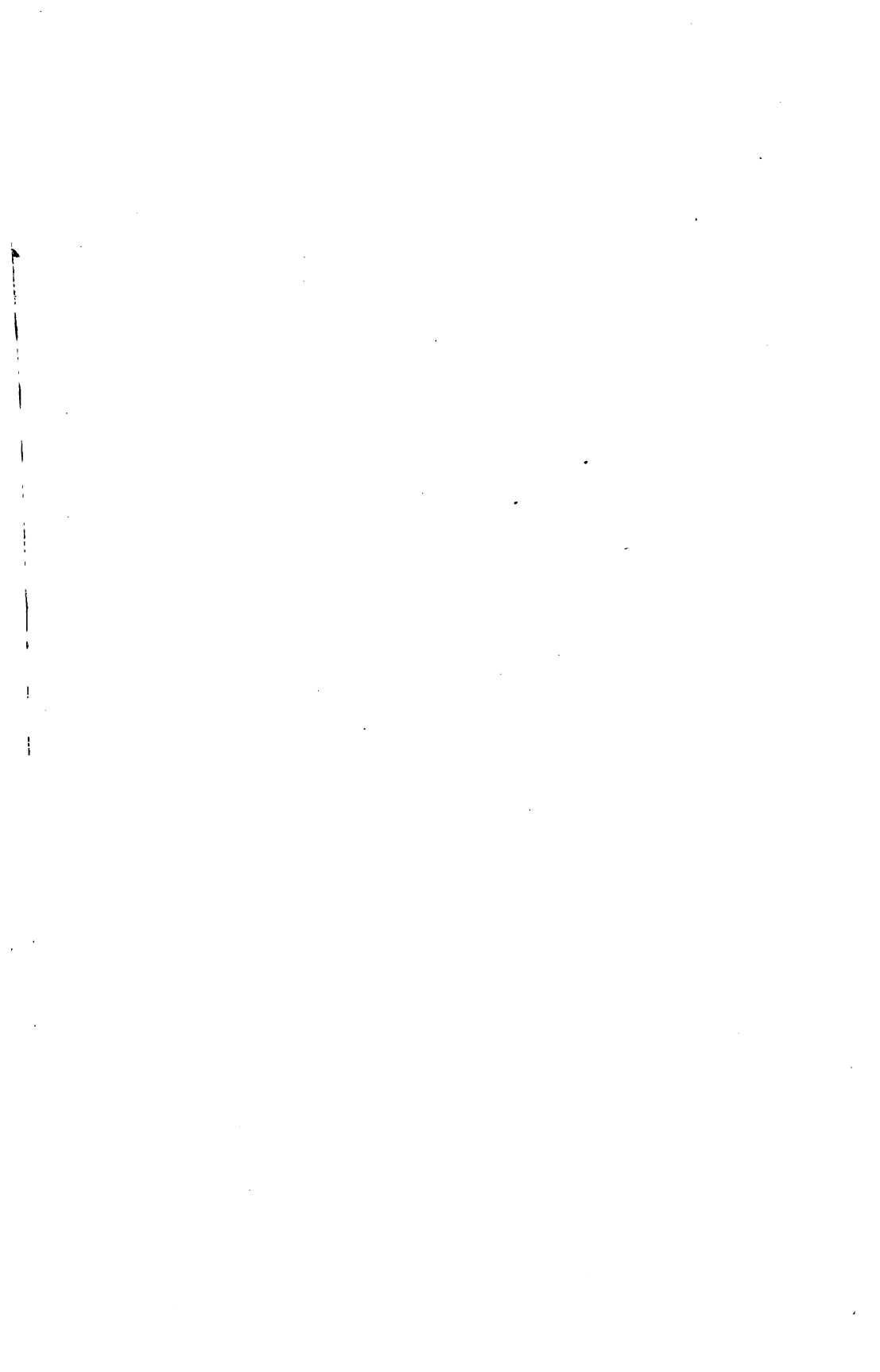
Mr. KENDALL J. MINOT, assistant chief of division of matériel.

Commander HOWARD M. BROADBENT, chief of division of construction and repair.

Engineer in Chief QUINCY B. NEWMAN, chief of division of engineering.

Lieut. Commander EDWARD D. JONES, chief of division of communications.







COAST GUARD CUTTER "TAMPA."

While on escort duty, the "Tampa," with her entire complement—112 in all—was lost on the night of September 26, 1918, in the Bristol Channel, England, having been torpedoed by an enemy submarine.

# ANNUAL REPORT

## OF THE

### UNITED STATES COAST GUARD.

---

#### SUMMARY OF OPERATIONS.

From the beginning of the fiscal year until August 28, 1919, the Coast Guard, under the provisions of the act of January 28, 1915, continued to operate as a part of the Navy, to which it passed upon the declaration of war on April 6, 1917. The service was returned to the jurisdiction of the Treasury Department on August 28, 1919, by Executive order.

The participation of the Coast Guard in the war was marked with commendable distinction and credit, and its resources of personnel and equipment constituted a valuable addition to the fighting forces of the country. The officers and men, to whatever duty they were assigned, proved their efficiency and worth, upheld the best traditions of the service, and supplemented by deeds of heroism, valor, and self-sacrifice, and by their steadfast devotion to duty, the already notable record of service achievements in peace and in war.

In speaking of the Coast Guard's service with the Navy during the war the Secretary of the Navy, in his annual report for the fiscal year 1919, which includes operations to December 1, 1919, gives gratifying testimony to the excellent record made by the Coast Guard while operating with the Navy and expresses his appreciation of the hearty cooperation of the officers and men of the service. The Secretary had the following to say:

\* \* \* Its vessels and personnel made a valuable addition to our forces afloat, and its experienced officers and men proved their worth in service with those of the Regular Navy and Naval Reserve Force.

With regard to the performances of the Coast Guard in European waters the Secretary also said:

Six Coast Guard cutters were employed in convoy and escort duty in European waters, the *Ossipee*, *Seneca*, *Yamacraw*, *Algonquin*, *Manning*, and *Tampa* forming a part of our forces based on Gibraltar, which escorted hundreds of vessels between the Mediterranean and Great Britain. It was while engaged in this duty that the *Tampa* was lost, with all her gallant officers and men, sunk at night in the English channel by mine or torpedo. Only a short time before Rear Admiral Niblack had commended the *Tampa* in the warmest terms, recalling that it had steamed an average of 3,566 miles a month, being under way more than 50 per cent of the time, had escorted 18 convoys, and had been kept in a state of high efficiency with an excellent ship spirit. This was typical of the service of the Coast Guard cutters in the war zone, and of the excellent record made by the Coast Guard while operating with the Navy. I wish to express my appreciation of the hearty cooperation of its officers and men, and of the way in which experience demonstrated the wisdom of the legislation which in time of war makes available the addition of this branch to our fighting forces.

The Coast Guard continued to carry on during the active operations of the war, so far as practicable, its usual peace-time duties in connection with the saving of life and property. The record for each of the fiscal years 1918 and 1919 compares favorably with that of any former year.

The return of the service to its parent department was accomplished with a minimum disturbance of the administrative machinery. As an aftermath of the war, however, the service has encountered problems affecting the personnel and material which have taxed its best resources to meet. The increased cost of living, the abnormal industrial conditions, the higher wages being paid in civil pursuits, all have made it a difficult matter to enlist suitable recruits for the vessels and stations. Then, the service equipment afloat, used during the strenuous season of naval activities, without time or opportunity to give attention to its upkeep, fell into a condition of disrepair. The necessities of the service and the limited number of craft made it impossible to proceed at once with any general plan for repair or rehabilitation. Fortunately, the first-mentioned condition—that of depleted personnel—is in process of being remedied, it is hoped, following legislation carrying pay increases generally, granted during the latest session of Congress. Perhaps it is too much to hope that the service will respond at once to the benefits accruing from this legislation, but it is believed that as industrial affairs settle down to a more nearly normal condition some of the difficulties at least with which the service is confronted in this regard will disappear. The repair and improvement of vessels and their equipment is proceeding as rapidly as available funds will permit.

Notwithstanding these adverse conditions, the work accomplished by the Coast Guard during the year has been highly gratifying. In some respects it has far exceeded in volume that which was done during any preceding year in the history of the service. For instance, the number of persons saved, or taken from situations of peril, during the year was 2,417, a record never before attained. The value of vessels (with their cargoes) assisted by the crews of cutters and stations was \$65,479,705. The record in this respect for any preceding year never exceeded \$20,000,000.

In the course of the year the various service units were called upon to render assistance upon 2,721 occasions. Of these cases, 719 were of material importance, resulting in the saving of life or of property, or of both. Instances of service, more or less minor in character, but frequently of moment to those benefited, numbered 1,002. Service of this character, classified under the head of miscellaneous assistance, includes aid given to the sick and injured; fighting neighborhood fires; recovering lost property; sheltering wayfarers overtaken by storms, etc. The total number of persons given succor by the service corps was 561.

The foregoing and other data pertaining to the year's operations are contained in the following tabulated summary:

Lives saved or persons rescued from peril.....	2, 417
Persons on board vessels assisted.....	8, 427
Persons in distress cared for.....	561
Vessels boarded and papers examined.....	2, 005
Vessels seized or reported for violations of law.....	601

Fines and penalties incurred by vessels reported-----	\$65, 025
Regattas and marine parades patrolled in accordance with law----	2
Instances of lives saved and vessels assisted-----	1, 719
Instances of miscellaneous assistance-----	1, 002
Derelicts and obstructions to navigation removed or destroyed----	7
Value of vessels assisted (including cargoes)-----	\$65, 479, 705
Value of derelicts recovered and delivered to owners-----	\$630, 000
Persons examined for certificates as lifeboatmen-----	1, 399
Appropriation for 1920, repairs to cutters-----	\$360, 000. 00
Net expenditure-----	357, 318. 19
Estimated unexpended balance-----	2, 681. 81
Appropriation, construction of new cutters:	
Balance on hand July 1, 1919-----	498, 502. 90
Appropriation-----	2, 850, 000. 00
Net expenditure-----	3, 261, 652. 43
Estimated unexpended balance-----	81, 850. 47
Appropriation for 1920 for maintenance of Coast Guard-----	8, 618, 050. 00
Transferred from appropriations for Naval Establishment----	821, 299. 21
Net expenditure-----	9, 183, 888. 69
Estimated unexpended balance-----	255, 460. 52

The above statement does not, by any means, comprise all the activities of, or items of assistance rendered by, the Coast Guard. Many of its duties, having for their object the protection of seafarers and others, can not be given tabulated appraisement, as, for example, the annual ice patrol of the Grand Banks, the carrying of medical aid to deep-sea fishermen, the patrol of the North Pacific Ocean and Bering Sea, the patrol and watch system rigorously maintained at stations, etc. The watchmen and patrolmen on duty at the stations and on the beaches warned away from the shore, by pyrotechnic lights and other means, 95 vessels in danger of stranding or going upon outlying rocks and shoals. Doubtless through this preventive service much property was saved, and it reasonably may be assumed, also, that loss of life, as well, was averted.

There was not a day throughout the year when service was not performed by cutter or by station crews designed to assist, relieve, or comfort humanity in one way or another. The greatest number of instances of assistance rendered in any single day was 45.

#### ICE PATROL TO PROMOTE SAFETY AT SEA.

The international service of ice patrol, which was temporarily suspended during the seasons of 1917 and 1918, on account of conditions existing at the time, and which was resumed in 1919, was carried on during the past season by the Coast Guard cutters *Seneca*, *Ossipee*, and *Androscooggin*. The greater portion of the work of the cutters was performed off the Grand Banks and along the trans-Atlantic steamship lanes, where during certain periods floating icebergs form a serious menace to navigation. The protective work of the cutters comprised the finding of these floating dangers from day to day, reporting them to the Hydrographic Office of the Navy, and broadcasting the warnings of their location, by wireless, for the information of shipping.

The scope of the patrol and the methods of disseminating information and warnings to vessels in the trans-Atlantic steamship lanes are set forth in the following instructions issued for the season of 1920:

1. The object of the patrol is to locate the icebergs and field ice nearest to the trans-Atlantic steamship lanes. It will be the duty of patrol vessels to determine the southerly, easterly, and westerly limits of the ice and to keep in

touch with these fields as they move to the southward, in order that radio messages may be sent out daily, giving the whereabouts of the ice, particularly the ice that may be in the immediate vicinity of the regular trans-Atlantic steamer lanes.

2. The patrol will continue until the ice no longer constitutes a danger to navigation in the trans-Atlantic steamship lanes. The ice season is usually three months—April, May, and June.

3. While on this patrol the *Ossipee* and *Seneca* will obtain fuel and other necessary supplies at Portland, Me., and Boston, Mass., respectively. The two vessels will make alternate cruises of about 15 days in the ice region, the 15 days to be exclusive of time occupied in going to and from base. The senior commanding officer will so regulate the movements of the vessels that on the fifteenth day after reaching the ice region the vessel on patrol will be relieved by the second vessel, if possible, at which time the first vessel will proceed to base, replenish her coal supply, and return in time to relieve the other vessel at the end of the latter's 15-day cruise. It is important that the patrol be continuous, and the vessel on patrol must not leave her station until relieved by the other vessel, unless it is absolutely necessary to do so.

4. Having located the ice, the patrol vessel will send the following daily radiograms. All times in radiograms will be in seventy-fifth meridian time:

(a) At 6 p. m. (seventy-fifth meridian time) ice information will be sent broadcast for the benefit of vessels, using 600-meter wave length. This message will be sent three times, with an interval of two minutes between each.

(b) At 4 a. m. (seventy-fifth meridian time) a radiogram will be sent to the branch Hydrographic Office, New York City, defining the ice danger zone, its southern limits, or other definite ice news. The telegraphic address of the branch Hydrographic Office is "Hydrographic, New York."

(c) Ice information will be given at any time to any ship with which the patrol vessel can communicate.

(d) Communication probably can be carried on throughout the patrol via the naval radio stations at Otter Cliffs, Me., and Boston, Mass. Dispatches from headquarters to vessels on ice patrol will be sent via the naval radio station at Boston, Mass. Vessels on patrol should, when practicable, send all reports via the Otter Cliffs radio station, using either 952 or 975 meter wave length. If Otter Cliffs can not be reached, reports may be sent via Cape Race or by the most convenient route. Whenever for any reason patrol vessels are unable to hear the radio station at Boston, headquarters should be notified of that fact at once, via any available route, in order that messages may be transmitted to patrol vessels by route other than Boston.

5. Ice information will be given in as plain, concise English as practicable, and will be stated in the following order:

(a) Ice (berg or field).

(b) Date.

(c) Time (seventy-fifth meridian time).

(d) Latitude.

(e) Longitude.

(f) Other data as may be necessary.

6. Attention is called to article 3235 (c), Regulations, the provisions of which will be followed in radiograms sent to the Hydrographic Office (see par. 5 (c) of this order). In radiograms sent to vessels other than Coast Guard cutters, the words "latitude" and "longitude" will not be omitted.

7. Each patrol vessel will keep a remark book in which will be entered all data and information concerning the ice that can be collected.

8. Each vessel, on being relieved by the other vessel, will deliver to the relieving vessel copies of all radiograms sent to or received from the Hydrographic Office during the cruise, and copies of all instructions received from headquarters by radio.

9. At the end of each cruise each vessel will forward to headquarters a full report in triplicate. These reports should not include any matters of purely ship's business which do not relate to the ice patrol. Each vessel will send these reports direct to headquarters and furnish a copy of such reports to the other vessel on patrol.

10. Each vessel will plot on tracing paper used in connection with H. O. Chart No. 955, the positions and extent of the ice as located from time to time. Such



data will also be plotted on a duplicate tracing paper, and this duplicate will be delivered to the relieving vessel.

11. If, in an emergency, it becomes necessary for the junior commanding officer to communicate directly with headquarters, in order to avoid delay, a copy of all such communications will be furnished to the senior commanding officer.

The oceanographic expert of the Coast Guard accompanied the *Seneca* on the patrol and conducted various scientific observations and experiments in connection with the international service.

This international service of ice observation and ice patrol was begun by the United States in 1914 at the request of Great Britain, acting on behalf of the various powers interested, under the conditions set forth in the International Convention for the Safety of Life at Sea, which was signed at London January 20, 1914, by the representatives of those powers. Under those conditions the several powers assumed the obligation to contribute to the expenses of the international service in certain proportions, enumerated in article 7 of said convention.

Other duties performed on the season's patrol included the removing of obstructions to navigation, such as derelicts, floating wreckage, masts and spars, etc., and giving assistance and medical aid to the crews of passing vessels in need of such services.

#### WINTER CRUISING.

In order to provide for the safety of shipping during the season of the year when the weather renders ocean navigation more than ordinarily hazardous, certain Coast Guard vessels are designated annually by the President for special cruising along the coast. Pursuant thereto, the Secretary of the Treasury, in the following letter, recommended that certain Coast Guard vessels be designated to perform this duty, which recommendation was approved by the President:

NOVEMBER 1, 1919.

SIR: I have the honor to state that section 1536 of the Revised Statutes of the United States provides as follows:

"The President may, when the necessities of the service permit it, cause any suitable number of public vessels adapted to the purpose to cruise upon the coast in the season of severe weather and to afford such aid to distressed navigators as their circumstances may require; and such public vessels shall go to sea fully prepared to render such assistance."

In accordance with the provisions of this section, the custom has been to designate such vessels of the Coast Guard as are stationed upon the dangerous coasts of the United States to perform special winter cruising.

I, therefore, recommend that the following-named vessels of that service be designated to perform the duties above mentioned during the coming season: *Ossipee*, *Androscoggin*, *Gresham*, *Acushnet*, *Seneca*, *Manning*, *Apache*, *Pamlico*, *Seminole*, *Itasca*, and *Yamacraw*.

Respectfully,

CARTER GLASS, *Secretary*.

The PRESIDENT, *The White House*.

Approved November 15, 1919.

WOODROW WILSON.

In accordance with the above authority the cutters named were given detailed orders which established from December 1 to April 1 a practically continuous patrol of the Atlantic coast. The following letter addressed to the commanding officer of the Coast Guard cutter

*Manning* is typical of the instructions sent to each of the vessels participating in the winter cruising:

TREASURY DEPARTMENT,  
UNITED STATES COAST GUARD,  
Washington, November 17, 1919.

From: Captain Commandant.  
To: Commanding officer, *Manning*.  
Subject: Winter-cruising orders.

1. The President having designated the *Manning* to cruise under the provisions of section 1536, Revised Statutes, and to afford such aid to distressed navigators as their circumstances may require, you are directed to put your command in readiness to actively perform this important duty from December 1 next until April 1, 1920.

2. In order that you may be able to extend relief to the crews of vessels in distress, the *Manning* should be provided with provisions, water, and fuel in such quantities as can be conveniently stowed. Having duly prepared your command for the work contemplated by these orders, you are directed to cover a cruising district extending from Great Egg, N. J., to Cape Hatteras, N. C., returning to Norfolk only when want of supplies, etc., or when other good reasons require, keeping at all times a vigilant outlook for vessels in need of assistance.

3. Your attention is directed to articles 992-998, inclusive, of the regulations, and it is expected that you will cover your cruising district in the most effective manner and extend such aid to those in need as it may be in your power to render. Arrangements will be made with the superintendents of the fifth, sixth, and seventh districts for the transmission by telegraph, or otherwise, of such information regarding wrecks, vessels in distress, etc., as may enable you the more expeditiously to carry out the intent of these instructions.

4. You will be careful to enforce the customs and navigation laws throughout your cruising district by causing vessels fallen in with to be boarded and examined. Ample boarding lists will furnish evidence of the proper performance of this duty. You will confer with all chief officers of the customs at such ports as you may visit with a view to the correction of infractions of law, and keep those officers informed as far as possible of your movements, so that they may speedily communicate with you at all times relative to the work of your command and enable you to execute any particular duty with certainty and dispatch.

5. The movements of your command will be reported to headquarters in accordance with regulations and general orders upon the subject. If a stay in port or at an anchorage is of 24 hours' duration or over, this fact will be reported at once to headquarters by mail at the end of each 24-hour period in port or at anchor, stating the reasons for such stay.

6. Should you gain information of the presence of derelicts or wrecks within your cruising district, in the path of commerce, whether within or without the navigable waters of the United States, you will act in accordance with the instructions set forth in Appendix A of the regulations.

7. From the first port entered after having rendered assistance of any kind you will submit a report upon the usual form, giving such particulars as will show fully the service performed. The details shall be made clear and comprehensive.

8. You will, so far as practicable, keep in close touch with vessels of the service on adjacent stations and with available shore stations, by means of the radio telegraph, to the end that you may take prompt advantage of such means in the effective discharge of your duties.

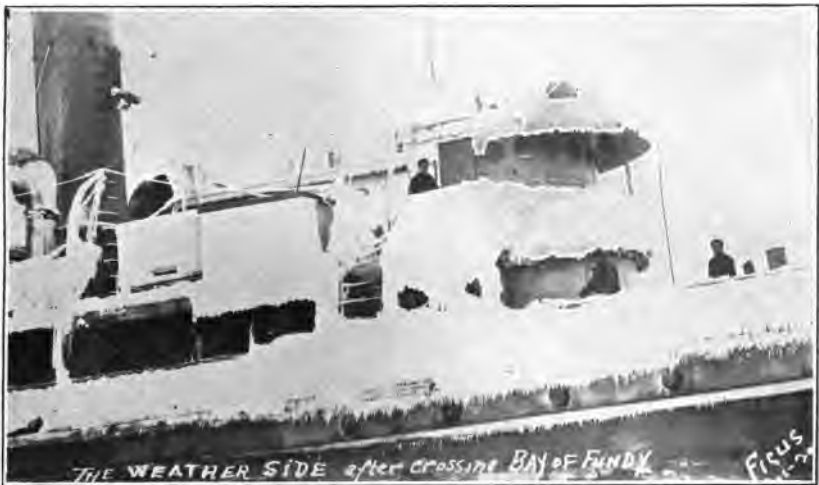
9. You will inform the officers of your command that no leaves of absence will be granted during the winter-cruising period, except in urgent cases.

10. The successful accomplishment of the objects herein indicated will require on your part constant and energetic direction and, therefore, besides attending to the usual duties of your station, you are given full latitude to respond in all cases where you may be useful in aiding distressed mariners or otherwise in the performance of your duties. It is expected that you will devote your time and best energies to the faithful discharge of your obligations as imposed by law and regulations, and that you will leave no effort untried to make for your command an enviable record. Headquarters will regard with interest the progress of your work and will be gratified to hear of any special or important service rendered by your command.

11. At the expiration of the winter-cruising period you will submit to headquarters a detailed report of the work performed by your command from



COAST GUARD CUTTER ON INTERNATIONAL ICE PATROL DUTY.



WINTER CRUISING.  
Coast Guard cutter "Acushnet."



December 1 to April 1, embracing only the performance and results of your winter cruising. Recommendations as to ship and personnel should be made the subject of a separate report.

W. E. REYNOLDS.

In the performance of this duty the cutters, having their headquarters at various ports, respond to the calls of vessels in distress. In answering such calls the cutters frequently are required to cruise hundreds of miles and, at times, under sea and weather conditions that tax to the utmost the seaworthiness of the vessels, as well as to call for the display by officers and men of the greatest skill in seamanship. They are of necessity compelled to disregard the elements, for it is the rule that the worse the weather the greater the need of the ship they set out to find and assist on the trackless ocean wastes. In the course of their work these cutters traveled thousands of miles and were instrumental in bringing safely into port many crippled vessels. It is reasonable to assume that had it not been for the timely aid extended these vessels some would have been lost.

It is not practicable here to present a detailed statement showing in full the results of the work accomplished in this regard during the year, but it may be stated that the record is especially gratifying. One very notable instance, that of the U. S. Army transport *Powhatan*, may be cited, however, as showing the hardships and dangers frequently encountered in the prosecution of this work. This steamer, a vessel of over 10,000 tons, ran into a violent January storm while en route from New York to Antwerp. Her list of passengers and crew numbered over 500. The value of the vessel and cargo combined was estimated at \$5,000,000. With pumps choked by coal, her fireroom flooded, and her engines disabled, the vessel was at the mercy of the tempest. In responding to her wireless calls for help, the cutters *Gresham*, *Acushnet*, and *Ossipee* found the unfortunate steamer more than 500 miles east of Boston drifting in a blinding snowstorm under convoy of United States destroyers *Leary* and *Sharkey*, the Canadian Government steamer *Lady Laurier*, and the steamer *Northern Pacific*. After several days of indefatigable effort, during which 102 passengers were transferred, by means of small boats, to the *Northern Pacific*, the cutters, in cooperation with the tug *Relief* and the *Lady Laurier*, berthed the *Powhatan* safely in the harbor of Halifax.

The number of persons rescued from peril in the course of the winter's cruising reached nearly 1,000, and the value of property saved (ships and cargoes) ran well into the millions of dollars. This record is especially worthy of note because of the fact that the cutters frequently were undermanned, owing to the inability of the service to secure suitable recruits to replace the men whose terms of enlistment had expired and who would not remain in the service on account of the greater pecuniary inducements being offered in other pursuits.

#### ASSISTANCE TO VESSELS IN DISTRESS.

The results of the winter cruising and of the rescue work of the service generally are tabulated in chronological order elsewhere in this report. As illustrative of the character of the service required

of the cutters and stations, and of the work performed, narrative accounts of several important cases are given below:

RESCUE OF THE CREW OF THE SCHOONER "CAPE HORN."

The rescue of the crew of the water-logged schooner *Cape Horn* on September 16, 1919, by the crew of Coast Guard Station No. 222 (coast of Texas) affords an instance of wreck service in which superb surfmanship, added to dogged grit, overcame well-nigh insuperable difficulties and brought success to hazardous effort.

The *Cape Horn*, a vessel of 77 tons, carrying a crew of 8 men, was caught in a hurricane while engaged in fishing off Point Isabel, Tex., on the night of September 13. The storm partially capsized the vessel, and in their endeavors to save her the crew cut away her masts. Freed of the incumbrance of mast and sails, she righted herself, but the water taken on board as she came up put her decks nearly awash. For two days and nights thereafter she drifted before the wind, totally unmanageable and at the mercy of the elements, her crew meanwhile standing by the pumps in a desperate effort to keep her afloat.

Some time after midnight of the 15th a surfman of the station above named saw a light shining intermittently several miles offshore to the eastward. It was thought to be on board a vessel at anchor, and the watch was therefore directed to observe it closely and to report any change in its position which might indicate that it was dragging ashore, or any movement that might be interpreted as a signal of distress.

In order to be ready for any eventuality, the station keeper aroused his crew from their sleep and made the power surfboat ready for launching, so that no time would be lost in getting away should the dawn disclose a vessel in need of help.

In the full light of morning the keeper made out a vessel in the locality in which the light was last observed. She could be seen only at intervals through the mist that obscured the sea, but the view of her was sufficiently clear to convince the Coast Guard men that she was in sore distress. Only the stumps of her masts were standing, and from her position in the water it was evident that she was about to sink. There were no signs of life on board. Plainly the time had come for action, and, notwithstanding the sea was still very high, with a heavy surf beating on the shore, the life-savers put off.

The waves were breaking as far out as the eye could see, and the bar over which the boat had to pass to reach the open waters of the Gulf was a veritable cauldron. A strong cross-current added to the dangers of the venture, making it extremely difficult for the boatmen to hold their craft head to the racing combers. As it was, they shipped seas constantly, the boarding masses of water throwing them impotently this way and that, now nearly burying the boat, now pitching her far over on her beam ends, and now lifting her up by the bow and threatening to send her crashing over in a backward summersault. Several hard, jarring falls were experienced also by the boatmen as their craft, her bow thus suddenly tossed upward by a comber, would be left for an instant unsupported in the air, to come smashing down upon the unyielding water. Keeper Reed says in his official report of this case that it was one of the hardest fights he ever experienced going to a wreck during his 20 years' service in the Coast Guard.

But, fortune favoring, the boatmen reached the schooner, after a two-hour struggle, to find her almost submerged, and her exhausted and dispirited crew still working her pumps in a futile effort to save the vessel. Great seas constantly surged over the low-lying hulk from windward, breaking in a riotous swirl across her lee rail, and rendering approach from any quarter a matter of great hazard.

One smashing blow against the vessel would have splintered the surfboat and ended all possibility of rescue; and it as certainly would have ended the careers of the Coast Guard men as well. To avoid such a catastrophe, every faculty of keeper and surfmen was called into action.

A hail from the boat directed the seamen to stand by, ready instantly to obey any instructions or warnings shouted to them. Then, during the brief interval of comparative calm following the breaking of a sea over the wreck and the onrush of another, the rescuers ran with all speed alongside, snatched off a man, and retreated. This maneuver was repeated, fortunately without accl-

dent, until the entire ship's company found themselves in comparative safety aboard the surfboat.

The trip ashore was even more hazardous than had been the run to sea, due to the fact that the boat was heavily loaded, 15 men being now on board the little craft.

There was no possibility of effecting a landing where the launching had been accomplished, and it was therefore necessary to skirt the shore and choose a place where the waves beat less furiously upon the beach. Such a place was found 2 miles distant from the point of embarkation.

As the party neared land the drogue—a contrivance of canvas fashioned something like a huge collapsible bucket—was thrown out over the stern at the end of a rope to steady the boat's speed and enable keeper and oarsmen to keep the boat under control as it was engulfed by or rode upon the ever-pursuing whitecaps.

Thus for a space of time the keeper, wielding his long steering blade from the stern, and his surfmen, bending with tautened muscles to their oars, battled in the deadly breakers, while the sailors, clinging frenziedly to gunwale and thwart, watched with fearful hearts a fight which only the professional surfman can wage with any hope of success.

The odds were heavily against the boat's crew, trained though they were to every mood of the sea. The boat took many waves, and filled time and again, but the men who guided her along managed to keep her nose pointed toward the land.

When the boatmen were within 100 yards of the beach the drogue burst and became practically useless. Ordinarily an accident of this kind means disaster, as a boat, finding itself in the whirl and tumult of the breakers, without the steadying force of a drogue, stands every chance of being thrown around in the trough and overwhelmed. Such a mishap is likely to injure and even kill some of the boatmen. It is almost sure to leave all hands struggling in the water, with small likelihood that their life preservers will enable them to reach water of wading depth. More than one accident of this character is recorded in the annals of the service, and in more than one of such cases entire boat crews have been lost.

In this instance, however, their goal nearly attained, fortune still attended the doughty life-savers. With keeper and surfmen holding her true, and the power of her engine helping her along, the boat was caught up on the crest of a towering wave immediately after the drogue gave way, then swept forward with lightning speed and flung high and dry upon the beach without spilling overboard a single man of her 15 occupants.

#### WRECK OF THE STEAMER "H. E. RUNNELS."

The closing days of the season of navigation upon the Great Lakes furnish the Coast Guard units operating upon those waters a period of arduous service, for it is during this period that most of the "big" wrecks occur. In late October and during the month of November violent gales, accompanied by snow and sleet—the advance guard of a northern winter—sweep unheralded over this region, lashing the waters of these inland seas to a fury such as is not often experienced in ocean navigation. The prudent shipowner puts his property in winter quarters alongside a dock or at a safe harbor anchorage in time to escape the tempestuous weather of late autumn. But there are always some owners or masters who are willing to take the hazard of "one more trip"—the last in many cases, since a considerable number of the vessels that court misfortune in this way never again reach port.

Ordinarily vessels caught thus by storm out in open water meet disaster while seeking a haven. Unable to find the harbor entrance they are trying to reach in the darkness or blinding mist or snow, they strike upon pier or breakwater, or upon an unfriendly beach near by. Frequently, the spot in which they come to grief is so exposed or so surrounded by natural obstructions, such as reefs and rocky formation of coast, as to make rescue or salvage work difficult, if not impossible.

A shipwreck which occurred in mid-November of 1919, at Grand Marias, Mich., coast of Lake Superior, is a good illustration of the foregoing.

The 889-ton American steamer *H. E. Runnels* left Buffalo on the 5th of November for Lake Linden, Mich., a voyage of upward of 1,000 miles. With

100 miles or so of her trip still before her she ran into a northwest gale off Grand Marais and turned into the harbor at that place for shelter. The gale abating somewhat, she resumed her voyage early on the morning of the 14th. When she rounded Point Au Sable, 8 miles distant from Grand Marais, she encountered a 60-mile wind, accompanied by a heavy fall of snow. She promptly turned round and headed back for the harbor she had recently left.

The *Runnels* had made her last port. In the murk of the driving snow she missed the harbor entrance. While she was working out into the lake for a second attempt her steering gear gave way and she was driven helplessly on the shore, striking 150 feet from the outer end of one of the piers.

The hour was about 7 a. m., scarcely daylight in that latitude. The crew of station 296, situated a quarter of a mile southward of the scene of the stranding, had been earlier aware of the vessel's movements, she having been reported outside the pierheads by the station watch at 5.30 o'clock. This was presumably at the time she was making her first attempt to get in.

A vessel in the position in which the *Runnels* was first observed, and with a storm raging, presaged disaster. The station crew, therefore, lost no time in getting boats and apparatus ready for the work which experience told them was almost certainly ahead.

The *Runnels* was seen to back out into the lake after her first unsuccessful effort to make the entrance, and it was supposed that she intended to heave to and await daylight before having another "try" at the narrow passage between the piers. This view was strengthened by the fact that she did not blow her whistle nor display any signals indicating that she was in difficulty.

When the station crew first saw the steamer the wind was blowing with almost hurricane force and a tremendous sea was running. Acting upon the belief that she would make no further attempt to get inside until daylight, Surfman A. E. Kristofferson, in charge of the station in the absence of the keeper, went aboard Coast Guard cutter No. 438 (formerly a subchaser), temporarily in harbor for shelter, and requested the assistance of that vessel in getting the station apparatus to the beach should the expected happen and the steamer come ashore.

Surfman Kristofferson's visit to the cutter had an unexpected bearing upon the events that were shortly to take place. It resulted in bringing to the ranks of the life-saving forces a volunteer of long experience in wreck work—John O. Anderson, keeper of station No. 280 (Chicago, Ill.). Keeper Anderson, away from his station on leave at the time, was on board the cutter as a guest of her commanding officer, Capt. G. R. O'Connor.

On learning from Kristofferson that his superior officer was not within call, Anderson tendered his services to the surfman. The acceptance of the offer automatically placed Anderson, for the time, in charge of the station crew, a responsibility which, as the events of the morning proved he bore with great credit to himself and the service.

While Anderson and Kristofferson were on their way to the station they saw the masts and spars of a vessel looming up through the driving snow close inshore. She was even then drifting rapidly to her doom off the harbor piers.

Events moved swiftly. The steamer was now aground, broadside to the beach, and lying in a position that exposed her to the full violence of the storm. The waves were high and short, coming around both bow and stern. This, with the backwash from the pier, made a nasty cross sea. The temperature stood at 18° above zero, and the water froze as it fell, coating everything it touched with ice. Moreover, the furiously driving snow was like a curtain, blown aside at intervals to disclose to the onlookers a more or less obscured picture of the stricken vessel.

A shot from the Lyle gun placed a line fairly over the bowsprit of the steamer—the only part of her not constantly swept by the seas. The ship's crew got hold of the line, hauled out the block with the whip line rove through it, and fastened the former to the post of the steering wheel in the pilot house—the only accessible object offering the stability necessary to withstand the strain soon to be put upon the line.

Thus far the work preliminary to that of taking the men off the vessel had moved along without a hitch; but now, with the block in position aboard ship, the line leading ashore—a new one—hardened as it sagged in the water and became weighted with ice. When the surfmen tried to haul out the hawser which was to carry the breeches buoy in its passage to and from the ship the line snarled. As the vessel had already begun to break up, time was precious, and this interruption of operations was calculated to fill the hearts of the rescuing forces with dismay.



A boat, under either power or oars, could not have lived in the seas that raced round the ends of the steamer. As the whip line was already fast on the vessel, the two parts of it leading ashore were quickly brought together, hauled up as tightly as possible, and tied to a post, leaving the line suspended above the water. The Beebe-McLellan surfboat was next placed under the line, and its painter thrown over the whip line and brought back into the boat. The idea had occurred to Kristofferson that the surfboat could be worked out to the steamer along the whip line, the painter holding her up into wind and sea. A launching was effected in this manner, Keeper Anderson and a volunteer fisherman (a former member of the service) accompanying the regular boat's crew.

To still further insure the safety of the party, Keeper Anderson threw a line over the whip from the stern. The boat was now held in leash, as it were, from both ends, the stern line giving it a measure of protection from the cross seas.

When the boatmen reached the steamer a heaving line was thrown on board, the plan being to haul the men, one at a time, into the boat as they leaped overboard on the end of the line. But the violent pitching of the boat was found to interfere with the aim of the surfmen. It was seen that throwing and hauling in a line, with possible occasional mishthrows, would take up too much valuable time. Therefore, the men were persuaded, without repeated reassurances, to come down to the boat, hand over hand, along the whip line.

Human endurance has its limits. The exertion required to reach the vessel and hold the boat alongside soon began to tell on the surfmen. As they were all now near the point of exhaustion, they were compelled to put back to land with but four of the ship's crew on board.

By the time the boat reached shore three of her crew were in a state of collapse from fatigue, cold, and cramps, and it was necessary to carry them bodily to their quarters and administer restorative treatment. This did not delay operations, however. Three fresh men took their places in the boat.

On the second venture six men were safely landed. The third trip was equally successful, with five more lives to the credit of the rescuers. When the boat landed for the third time two more men dropped out disabled.

The rescue was still incomplete. Two men—the master and the engineer—were still on the wreck, and only four of the first boat's crew to leave shore—Keeper Anderson, Surfmen Kristofferson and Martin, and James MacDonald (a fisherman)—were still in condition to continue the work.

The danger of the undertaking, now nearing its end, had so impressed the onlookers that it was no longer possible to enlist a sufficient number of volunteers for the fourth and last venture. The boat was therefore compelled to put off undermanned.

In some respects this last trip to the wreck was the most difficult and dangerous of all. That it did not end disastrously was wholly a matter of luck. The men still on the steamer were of middle age and less agile than the others of her crew. Besides, one of them—the engineer—was a man weighing more than 300 pounds. Should they happen to lose their hold on the whip line while trying to reach the surfboat they would in all likelihood be swept out of reach and drowned. To prevent such a mishap the heaving line was thrown to them. This they tied each around his body before essaying to go overboard.

The wisdom of this precaution was soon apparent for each lost his grip on the whip line and fell into the water. The heaving line was all that saved them. But even so, the task of getting them out of the water, diverting the surfmen for the moment, as it did, from the ever present peril of boarding seas, brought calamity upon some of the rescuers. A wave, smashing down over the boat, washed three of them overboard. Fortunately, all succeeded in getting back on board. Keeper Anderson, directing the rescue, was less fortunate than the others. He was swept overboard no less than three times before the work in hand was concluded and the boat on its way to the shore.

Thus, in the face of hardship and danger such as are rarely encountered by the corps, the rescue of the *Runnels'* crew of 17 men was happily accomplished.

The services of the rescuers were appropriately recognized by the department by the award of life-saving medals of honor.

#### THE SINKING OF THE "SUNBEAM."

On November 27, 1919, the 137-ton Cuban schooner *Sunbeam* left Habana, Cuba, for New York with a cargo of molasses. She carried a crew of 7 men and had 18 passengers. That a vessel of such small tonnage should have on

board so many passengers on a 1,500-mile voyage at sea during the season of storms was unusual in itself, and the circumstance that her passengers were Chinese was calculated to excite question as to the real mission of the vessel, bound as she was to a port in the United States.

Whatever the actual business of the schooner, she was not destined to complete her northward trip. Having fought her way up the American coast from Jupiter Light, Fla., in a succession of heavy gales, she went down off the North Carolina coast in the early morning of December 16, and 2 of her crew and 16 of her passengers perished. That there were any survivors at all was due solely to the fact that in her last hours afloat she was attended by the Coast Guard cutter *Manning*.

On the morning of the 14th, when the little vessel was somewhere off North Carolina, she was reported by a passing steamer to be in need of a towing steamer. The vessel reporting her did not offer her any assistance, but sent out a wireless call stating her condition and giving her position. The message was picked up by the *Manning* at Norfolk, Va.

The cutter promptly put to sea. A search lasting two days was made for the schooner, but her position was not ascertained by the *Manning* until mid-afternoon of the 16th, when a message from the steamer *Chicomico* was picked up stating that that vessel had found her and taken her in tow. The *Chicomico* gave the *Sunbeam's* position and asked the cutter to come and take charge of the craft.

Three or four hours later the *Manning* appeared on the scene, shot a line to the schooner, and passed a hawser on board. The *Chicomico* thereupon went on her way.

The message sent out by the *Chicomico* had stated that nothing was wrong with the schooner "except a few sails torn up." When the cutter appeared the prospect of saving her was still good; more favorable, in fact, than is found in many instances of successful assistance extended by service cutters to vessels disabled at sea. The *Sunbeam* and her consort had not covered many miles, however, when wind and sea began to rise, compelling the cutter to slow down until her speed was little more than enough to maintain steerage way. The darkness, moreover, added to the difficulties of the cutter's task. It was so intense that the vessel on the towing hawser could not be seen from the cutter.

Along toward midnight, as cutter and tow were laboring heavily in a steadily rising sea, a flash of light was seen on the schooner—evidently a signal to slow down. Speed was accordingly still further reduced. Only the one flash was observed.

Scarcely perceptible headway was maintained for a matter of two or three hours, when, toward morning, a sudden easing up of the strain on the tow-line told those on board the cutter that the schooner had broken away.

It was entirely out of the question to pick the vessel up in the darkness and the sea that prevailed. The cutter could do nothing, therefore, but stand by and await the dawn. From time to time during the hours that ensued until daylight, the cutter's searchlight played upon the schooner as she wallowed helplessly in the trough of the sea. There was nothing in her appearance, however, to suggest that she would not be able to live until the cutter could get another line on her.

As soon as it was light enough to see the *Manning* took a position parallel with the vessel and on her starboard side, prepared to put a hawser on board by means of the shoulder gun. Before the cutter had an opportunity to carry out this intention, however, the *Sunbeam* settled by the head and rolled over to port. A few minutes later she went down.

A boat with two men in it was seen to leave the schooner shortly before she sank. The boatmen succeeded after a hard fight in pulling in under the cutter's port quarter and were taken on board.

The sea was so high that had a boat been sent away from the cutter into the débris from the schooner it would have stood little chance of accomplishing its errand, much less of escaping disaster. There was only one other way in which a rescue could be accomplished, if at all, namely, to back the cutter to windward and allow her to drift down to the men in the water. This course was resorted to, and as the cutter maneuvered in the execution of the plan two life rafts and some life buoys were payed off over her rail.

By alternately going ahead and backing the *Manning* succeeded in getting rafts and buoys within reach of some of those who had kept afloat by holding on to wreckage. Five men were taken from the water in this way. A close search of the locality following the rescue of these men failed to disclose any other victims of the night's tragic occurrence.

Individual initiative and courage are two important requisites in the profession of life-saving, and the display of these qualities by members of the Coast Guard is taken as a matter of course. Indeed, no man lacking resourcefulness and nerve can long remain in a service whose business carries with it so much of the element of personal hazard. Since a member of the corps is likely to be called upon at any time to risk his life, it follows that he must needs do something quite out of the ordinary to elicit the praise of his commanding officer or to attract departmental attention. Such recognition is sometimes earned by an act of individual bravery inspired by the exigencies of the moment; or it may be won by a cutter or a station crew in the performance of a difficult or dangerous task, deliberately planned.

Two exhibitions of individual bravery, prompted by circumstances of the moment and involving quick action are mentioned in the report made by the commanding officer of the *Manning* in the case of the *Sunbeam*. Boatswain Albert Hays and Seaman Jens Krestensen were the men whose conduct was the subject of such notice. Both received, also, the commendation of headquarters.

While the work of picking up members of the *Sunbeam's* hapless company was under way a line with some wreckage attached to it was pulled alongside the cutter. A man lay entangled in the débris, whether alive or dead nobody could say. Hays, at the end of a bowline, was lowered over the ship's side into the icy cold of the December seas beating incessantly against the cutter and fastened the line about the man's body. When the two were hauled on board the man was found to be beyond human help, but this circumstance did not detract one whit from the merit of Hays's performance.

Seaman Krestensen, going overboard from the cutter's forecastle, performed an identical service in the case of another man from the *Sunbeam*, identical except as to results—the man fished out of the sea through his efforts was alive.

#### UNITED STATES ARMY TRANSPORT "POWHATAN."

A notable instance of assistance rendered by vessels of the service during the year was the case of the U. S. Army transport *Powhatan*, which became disabled about 500 miles east of Boston while en route from New York to Antwerp in January last. This transport is a vessel of over 10,000 gross tons and is valued at \$2,500,000. At the time of the casualty she carried a cargo valued at \$2,500,000 and had on board over 500 persons. The Coast Guard cutters participating in this rescue were the *Ossipee*, *Acushnet*, and *Gresham*. In addition to the services rendered by these vessels, the British steamship *Lady Laurier*, the U. S. destroyers *Leary* and *Sharkey*, the U. S. Army transport *Northern Pacific*, and the steamship *Western Comet* assisted.

The first vessel of the service to reach the distressed steamship was the cutter *Ossipee*, which made contact with the *Powhatan* in latitude 42° 01' north, longitude 60° 40' west, on the evening of January 22. Upon her arrival the *Ossipee* found the U. S. destroyers *Leary* and *Sharkey* and the U. S. Army transport *Northern Pacific* in attendance, while the British steamship *Lady Laurier* was holding the *Powhatan* in position. Upon request from the destroyer *Sharkey* the *Ossipee* sent boats to the *Powhatan* and transferred 102 passengers and a quantity of baggage from that vessel to the *Northern Pacific*, after which the *Ossipee* took position on the *Powhatan's* port quarter and lay to. About an hour later, however, the *Lady Laurier* got under way with the *Powhatan* in tow and set course for Halifax, Nova Scotia.

Early in the morning of January 23, the cutter *Acushnet* joined the escort. At that time the *Lady Laurier* was towing the *Powhatan* full speed ahead, but owing to bad steering of the disabled transport little progress was made, as the *Powhatan* was without steam and unable to aid the towing vessel. In order to assist in steering, the *Acushnet* ran a 10-inch line from her bow to the *Powhatan's* stern and the *Ossipee* put a 12-inch line on the *Lady Laurier's* bow. In this way the tow started ahead full speed, and was making fairly good headway when the line from the *Acushnet* to the *Powhatan* parted. This line, however, was immediately replaced by the *Acushnet*, and the convoy started ahead once more.

Early in the evening (Jan. 23) the *Gresham* joined the rescuing vessels and took up position astern of the *Powhatan*, relieving the destroyers *Leary* and *Sharkey*. No untoward results ensued during the day. Early the next morning, however, the line from the *Ossipee* to the *Lady Laurier* parted. It was not long after this before the *Acushnet's* line parted, but this was replaced by a 9-inch hawser. The *Ossipee* maneuvered into position and after several attempts

succeeded in again getting a line aboard the *Lady Laurier*. But in endeavoring to get into position as leader of the tow and to keep her line clear of the *Lady Laurier's* wheel the *Ossipee* again parted her line, and shortly afterwards the *Lady Laurier's* line to the *Powhatan* parted. The adverse conditions of wind and sea made maneuvering extremely difficult. About this time the *Ossipee* received a radio message from the *Powhatan* saying that it would require the remainder of the day to heave in the chain and hawser trailing from the parted towline, so it was decided to wait for the arrival of a tug which was en route with 2-inch wire and 15-inch manila hawsers. The *Powhatan* let go the *Acushnet's* hawser and the assisting vessels lay by awaiting more favorable weather. A strong northeast gale was blowing, and a blinding snowstorm which set in caused the various ships to lose sight of the *Powhatan*. It was not until the afternoon of the next day (Jan. 25) that the transport was again sighted. That night the American Wrecking Co.'s steamer *Relief* came up, and the next morning (Jan. 26), the wind and sea having abated, the *Relief* put a line aboard the *Powhatan's* port bow and the *Ossipee* got an 8-inch line to her starboard quarter. The tow once more started ahead, with the *Ossipee* steering the *Powhatan*, the *Acushnet* towing ahead of the tug *Relief*, the latter vessel towing from the bow of the *Powhatan*, and the *Lady Laurier* and *Gresham* acting as convoy. Again the weather became bad and it was with great difficulty that the *Powhatan* was held on her course, as she was steering badly and sheering 45° on each side of the course.

Early in the afternoon of January 27 Halifax light vessel was sighted, and shortly thereafter the assisting vessels were successful in taking the disabled transport safely into port.

#### CANADIAN SCHOONER "EVA A. DANENHOWER."

In the rendering of assistance to vessels in distress by the crews of Coast Guard stations a case worthy of comment is that of the Canadian schooner *Eva A. Danenhower*, which parted her anchor cables in a strong northeast gale 1½ miles from the service boathouse, at the eastern entrance to the Cape Cod Canal, attached to station No. 31, and stranded on June 18, 1920. The schooner was en route from Apple River, Nova Scotia, to New York. She was valued at \$30,000 and carried a cargo of lumber valued at \$20,000.

At 8.45 on the morning of June 18 the station lookout observed a schooner anchored northeast of the station, continuously blowing her foghorn, with an ensign, union down, in the rigging. The officer in charge of the station immediately summoned all hands and set out in the power lifeboat for the distressed vessel. Upon approaching the schooner it was seen that she was being tossed and lashed about by the strong gale and high sea and dragging fast toward the breakers. It took the lifeboat crew only half an hour to reach the disabled schooner. The officer in charge of the rescue party went astern of the schooner and by carefully maneuvering the lifeboat managed to approach alongside on her lee quarter. Realizing the ship's predicament and the great danger to those aboard, and appreciating that it was hazardous to attempt to lie alongside of her, he advised the crew of the schooner to leave her, whereupon the crew of six precipitately abandoned the disabled vessel and took to the station's lifeboat. They had left the schooner but 20 minutes when both her anchor chains parted and she stranded on the beach. In less than two hours from the time the rescue party left for the disabled schooner they were back at the station with all the crew of the unfortunate vessel. The rescued men were drenched by the sea and were in a highly nervous state. The crew of the station furnished them dry clothing and food and afforded them every comfort within their means. The entire crew were taken care of at the station until June 21, when four of the men took their departure. One member of the shipwrecked crew was detailed to watch over the cargo of the stranded vessel. The master and this man were afforded shelter and food at the station until the morning of June 25, when they both left for Sussex, New Brunswick.

#### CRUISES IN NORTHERN WATERS.

The customary annual patrol of the waters of the North Pacific Ocean, Bering Sea, and southeastern Alaska for the enforcement of the convention of July 7, 1911, between the United States, Great



SCHOONER "EVA A. DANENHÖWER" ASHORE ON THE MASSACHUSETTS COAST.



A DERELICT.



Britain, Russia, and Japan, proclaimed December 14, 1911, and the act of Congress approved August 24, 1912, for the protection of the fur seal and sea otter, and the laws and regulations for the protection of game, the fisheries, and fur-bearing animals of Alaska was performed during the year by an interdepartmental fleet of 11 vessels, 4 of which (*Bear*, *Unalga*, *Algonquin*, and *Bothwell*) were Coast Guard vessels, 3 were naval vessels, and 4 were vessels of the Department of Commerce (Coast and Geodetic Survey).

The following communication, approved by the President, provided for this interdepartmental arrangement:

NAVY DEPARTMENT,  
Washington, March 26, 1920.

MY DEAR MR. PRESIDENT: With reference to my letter of March 9, 1920, concerning the patrol by United States naval and other public vessels of the waters of the North Pacific Ocean, Bering Sea, and southeastern Alaska, I have to further report concerning the manner of joint action of the United States Navy Department, United States Treasury Department, represented by the United States Coast Guard, and United States Department of Commerce, represented by the United States Coast and Geodetic Survey, which was considered at a conference held on March 22 and 24, 1920, with the Chief of Naval Operations, representing the Navy Department, the Commodore Commandant of the United States Coast Guard representing the United States Treasury Department, the Hon. Thomas Riggs, Jr., Governor of Alaska, and Mr. W. E. Parker, Chief of Hydrography and Topography, United States Coast and Geodetic Survey, representing the United States Department of Commerce.

The Navy Department and the United States Coast Guard will assign to this duty the following vessels:

United States naval vessels: U. S. S. *Eagle* No. 57, U. S. submarine chaser No. 294, U. S. submarine chaser No. 309.

United States Coast Guard vessels: U. S. C. G. S. *Bothwell*, U. S. C. G. S. *Earp* (if she can be manned), U. S. C. G. S. *Algonquin*, U. S. C. G. S. *Unalga* (if she can be manned), U. S. C. G. S. *Bear* (on her way to and from the Arctic Ocean).

The Department of Commerce will have in Alaskan waters during the summer of 1920 the following vessels, which will be employed in work in connection with the United States Coast and Geodetic Survey: U. S. C. and G. S. *Lydonia*, U. S. C. and G. S. *Surveyor*, U. S. C. and G. S. *Explorer*, U. S. C. and G. S. *Wenonah*.

The United States Coast and Geodetic Survey vessels can, if circumstances require, be employed to assist in the proposed patrol in so far as the character of the vessels and the nature of the work upon which they are engaged will permit. It is understood that their coast-survey work is paramount, and that they will be employed only in emergencies that can not be handled by the vessels of the Navy or the Coast Guard. These vessels of the United States Coast and Geodetic Survey should be furnished with small arms and ammunition and at least one automatic rifle per vessel for use, if called upon for this emergency service.

The vessels of the United States Coast Guard will undertake the patrol of the North Pacific Ocean in so far as the patrol concerns the seal herd and the seal fishery protection in general for enforcing the provisions of the convention of July 7, 1911; also the patrol of the coast of Alaska and Aleutian Islands to the westward of the one hundred and fifty-fifth meridian. During the season cruises will be made as circumstances may require along the Aleutian Islands as far westward as Attu Island, and all settlements in the Aleutian Islands will be visited; two or three vessels will cruise in the Bering Sea, keeping in touch with the Pribilof Islands.

The *Bear* will make her regular cruise into the Arctic. During the season she will pass through the waters of the Bering Sea several times, touching at the Pribilof Islands, and to that extent will be a further protection for the seal herds.

The United States naval vessels above mentioned will undertake the patrol of the inshore waters of southeastern Alaska from the international boundary line at Portland Canal to the one hundred and fifty-fifth meridian, including Kodiak Island. Their chief activities will be directed to the coast line of south-

eastern Alaska between Cape Spencer and the international boundary at the Portland Canal. The naval vessels will be based at Juneau and Ketchikan and will patrol the waters of Icy Strait, Chatham Strait, Stephens Passage, Frederick Sound, Sumner Strait, Clarence Strait, and the waters bordering on the west coast of Prince of Wales Island. They will be directed to cooperate with the Governor of the Territory of Alaska and the vessels of the United States Coast Guard and United States Coast and Geodetic Survey operating in the same region in the enforcement of the laws relating to fisheries, game, the liquor traffic, and the general preservation of law and order.

To this end it is recommended that the commanding officer of *Eagle No. 57* and an officer of each of the Coast Guard vessels be given commissions as United States commissioners, and that each of the vessels of the United States Navy, United States Coast Guard, and United States Coast and Geodetic Survey either carry a United States deputy marshal, or have one of the officers appointed a United States deputy marshal, with the authority attaching to such officers.

It is also recommended that the Secretary of Commerce authorize the officers of the United States Navy and United States Coast Guard commanding vessels on this service to make searches, seizures, and arrests under the act to prohibit aliens from fishing in the waters of Alaska, approved June 14, 1906.

In view of the fact that the vessels of the United States Navy and vessels of the United States Coast Guard will be acting together on the patrol duty of southeastern Alaska, and to insure their proper cooperation when so doing, it is requested that the President direct that when so acting the senior officer present of either service shall command.

It is the intention of the Navy Department to direct the commander in chief United States Pacific Fleet to send a division of destroyers on a cruise to Alaskan waters during the summer of 1920, and these vessels will be in a position to assist in the patrol of Alaskan waters in case of necessity.

Respectfully, yours,

JOSEPHUS DANIELS.

Approved: March 26, 1920.

D. F. HOUSTON,  
*Secretary of the Treasury.*

Approved: March 26, 1920.

J. W. ALEXANDER,  
*Secretary of Commerce.*

THE WHITE HOUSE,  
31 March, 1920.

Approved:  
WOODROW WILSON.

While the work performed by the fleet was undertaken within this fiscal year, it will run well into the fiscal year 1921. For this reason reference to the work of the Coast Guard vessels while on this patrol properly comes within the purview of the next annual report. The Coast Guard vessels participating in these annual cruises perform a multitude of services during the brief season permitting navigation in the region covered by their itinerary. Their operations from year to year touch the lives of many persons. To some the coming of the vessels means the renewal of depleted stores of food and fuel, clothing, and household supplies; to others, medical and surgical attention; to others, protection and justice; and to others, still, rescue and succor and relief from well-nigh intolerable conditions. Occasions sometimes arise, also, in which the officers and crews are called upon to face situations of desperate human need which put their resourcefulness and energy, and even their courage, to the severest test. The cruise conducted in 1919 in Alaskan waters, beginning in April and continuing for several months, was made by the Coast Guard cutters *Unalga* and *Bear*. The officers and men attached to the cutter *Unalga* faced just such a situation during this cruise in combating an epidemic of Spanish influenza that occurred in the summer and autumn among the natives of Unalaska, in the region of Nushagak



River, and in other localities upon and contiguous to the Alaskan Peninsula. The services of the *Unalga* in battling with, and finally overcoming, this scourge extended through a period of several weeks, during which the force attached to the cutter sacrificed every bodily comfort, risked health, and even seriously hazarded their lives. But, for their timely appearance in the regions affected the native population would in all probability have been decimated and the number of deaths among the white population undoubtedly would have been far greater. Their work in this connection contributes an illuminating chapter to the history of the establishment. The officers and men on the *Bear* participated also in the fight waged in overcoming the influenza, but their services, while of importance, were of shorter duration and confined to narrower geographical limits than were those of the *Unalga's* force.

The following is a narrative account of the operations of the *Unalga* and *Bear* during this cruise, including the work performed in fighting the influenza epidemic:

The *Unalga*, in command of Senior Capt. F. G. Dodge, left San Francisco upon her annual northern cruise April 20, 1919. She reached Puget Sound on the 26th, where she transferred some freight to the cutter *Bear*, which vessel, in command of Senior Capt. P. H. Uberroth, was also making ready to proceed on a cruise in Alaskan waters. Leaving Seattle April 30, she stopped on her way northward at Sitka, Kodiak, and other Alaskan settlements, carrying merchandise, mail, supplies, and passengers from place to place, and performing other services incident to her cruise. On May 19 she arrived at Unalaska, Unalaska Island. After a short stop at that place she proceeded on patrol to Akun Island.

#### THE INFLUENZA AT UNALASKA AND DUTCH HARBOR.

*May 26.*—While the *Unalga* lay at Akun Island awaiting an improvement in the weather her commanding officer received a wireless message from the U. S. S. *Saturn*, cruising off Unimak Pass, advising him that the Spanish influenza had broken out in Unalaska and become epidemic. He promptly answered the message stating that he would reach Unalaska at noon the next day.

*May 27.*—At 3.30 a. m. a message of similar import from Dr. French, of the Bureau of Education, informed Capt. Dodge that the influenza was raging throughout the Bristol Bay district, with conditions very bad at Nushagak and Kugljugung. Sixty or more deaths had occurred, and there was no help available to care for the sick or to bury the dead. The cutter was appealed to for assistance. At 5 a. m. the *Unalga* got underway, and at 10.35 a. m. came to anchor off *Unalaska*. Upon arrival it was found that there were 80 cases of influenza at Unalaska and at Dutch Harbor, near by, with a total of 4 deaths. The operators of the wireless station and their families, the local Government physician, and all teachers at the Jesse Lee Home were among those found prostrated by the disease.

The situation was so serious that Capt. Dodge decided to remain on the ground and afford such medical relief and succor as his force and the facilities of his vessel could supply. This course determined upon, he sent a message to the governor of Alaska notifying him of conditions at Bristol Bay. Dr. French was also communicated with, Capt. Dodge explaining to him why he could not, for the present, respond to his call for help.

No time was lost in beginning relief work. Ship's Surg. F. H. Johnson, of the United States Public Health Service, with all hands—both officers and crew—that could be spared from the vessel, spent the remainder of the day ashore in attendance upon the sick, while the cutter's wireless operators took over the work of the naval radio station at Dutch Harbor.

*May 28.*—Capt. Dodge and Surg. Johnson made an inspection of the settlements affected and found the disease spreading rapidly. Not a single house had escaped. The natives were nearly all down and the sick were unable to do anything for themselves. All teachers and inmates of the orphans' home heretofore mentioned, all Government teachers, the people in the local jail, everybody,

confined to his vessel for several days, but, fortunately, it had not interrupted his direction of the work of relief.

The following messages appear in the day's record:

To Capt. Dodge, from the superintendent of the Alaska Packers' Association at Naknek: "All natives at Ugashik sick with influenza, 12 deaths to date; some winter men also affected; can you assist at that station; we can handle situation here at Naknek."

From the U. S. S. *Vicksburg*: "Will arrive Unalaska June 11."

To Coast Guard headquarters: "Situation much improved; no deaths to-day Unalaska or Dutch Harbor; total deaths to date, 40."

June 6.—The epidemic had moderated considerably by now, and all attendants were withdrawn from the Jesse Lee Home, the inmates being sufficiently recovered to look out for themselves. Most of the relief force still found employment, however, elsewhere in the village, and at the radio station. The detail from the *Bear* spent the day distributing coal to destitute natives and digging graves. Only 1 death is recorded.

A message was received by the *Unalga* stating that the U. S. S. *Vicksburg* and the U. S. S. *Marblehead* were en route to Bristol Bay, the latter vessel having on board certain supplies called for by Capt. Dodge some time previously.

A message from Akutan advised Capt. Dodge that conditions at that village were very critical, 33 women and children being down with the disease; and another message, from Port Moller, asked that the nearest cutter be sent to Port Heiden, as the natives at that place were "nearly all dead or dying, and many destitute."

June 7.—Practically all patients at Unalaska and Dutch Harbor were now out of danger, and many convalescent. Only 2 deaths and 1 burial are noted in the record of the day's events. A message received from Gov. Riggs stated that the *Marblehead* would reach Unalaska on the 16th with medicines and food supplies, and another from Morzhovia Bay that the influenza had become epidemic at Herendeen Bay. Inquiry was made by the sender of this last-mentioned message whether anything could be done to prevent the spread of the disease.

Nothing of special interest is recorded for the 8th, 9th, and 10th. Some members of the relief force were withdrawn from duty ashore, but Capt. Dodge continued to keep in close touch with conditions by frequent personal inspection.

June 11.—Eight of the 14 children in the *Unalga's* temporary orphanage were sent, either to their homes or to the homes of other natives. Similar disposition was made of 6 other orphans on the 12th, on which date 1 native was buried and the temporary hospital closed.

June 12.—The *Vicksburg* arrived.

June 13.—Relief work still went on. One death is reported for this date, making a total of 46 fatalities thus far.

The *Vicksburg* proceeded to sea on the morning of the 14th, and on the morning of the 15th the *Bear* also left port.

June 16.—The *Marblehead* anchored in the harbor.

Capt. Dodge went aboard the *Marblehead* and gave her commanding officer a full account of the epidemic and of the work done to combat it. The situation as regards the progress of the influenza in other regions was canvassed, and it was agreed to transfer two medical units from the *Marblehead* to the *Unalga*. Under an arrangement entered into, the cutter was then to proceed to Dillingham, up the Nushagak River, to care for the people in that locality; the *Marblehead* was to go to Naknek; and the *Vicksburg* to Port Moller, Port Heiden, Ugashik, and Egegik.

In accordance with the foregoing understanding, medical units Nos. 2 and 4 left the *Marblehead* and reported aboard the cutter. Unit No. 2 was made up of Lieut. H. D. Hubbard, surgeon, United States Navy, Acting Asst. Surg. V. T. McGillicuddy, United States Public Health Service, two nurses, and two pharmacist's mates; unit No. 4, of Surg. F. W. Carpenter, United States Public Health Service, two nurses, and one pharmacist's mate.

Thus prepared to continue her relief work elsewhere, the *Unalga* steamed out of Unalaska on the afternoon of the 17th bound for the Nushagak River. She came to anchor off Dillingham, 36 miles up the river, on the evening of the 19th.

#### RELIEF WORK IN THE NUSHAGAK RIVER DISTRICT.

It had been reported that six villages in this locality, situated variously from 3 to 30 miles distant from the anchorage of the cutter, were suffering seriously from the disease.

*June 20.*—On the morning of this date the ship's surgeon, Dr. Johnson, visited Dillingham for the purpose of conferring with Dr. French, of the Bureau of Education, who was in charge of the relief measures that had been undertaken there. Thirty sick people were found in the hospital at Dillingham, and a number at their homes in the village. The number of sick in the outlying sections of the settlement was estimated at 300, the number of orphans in the village at 100.

A party from the cutter, made up of Surgs. Johnson, Hubbard, and McGillicuddy, Dental Surg. Scott, Pharmacist's Mate E. Chase, and Dr. French, was set ashore on the evening tide. Members of this unit at once proceeded to the settlement at Coffee Point, where the disease had found a large number of victims. A detail from the cutter's crew was also sent ashore under instructions to bury the dead and to shoot stray dogs, a number of which had been feeding upon the bodies of persons who had died unprotected and alone in isolated localities.

On the same evening still another party, headed by Surg. Carpenter, left the cutter with medical and food supplies for Dillingham.

Capt. Dodge, visiting Nushagak during the afternoon, found that practically all adult natives of that place had died. Three persons were discovered badly in need of medical attention, also 12 orphan children entirely without protection. Arrangements were promptly made for the care of the sick and for the removal of the children to Dillingham.

The party that had gone to Coffee Point, as already mentioned, found and administered to numerous sick and discovered a number of bodies that had lain long unburied. Several of the latter had been partly eaten by dogs. The relief workers buried the dead and shot all dogs seen.

*June 21.*—A message was received from the *Marblehead* stating that the epidemic had abated at Egegik and Naknek. Another message from the same source advised Capt. Dodge that the medical units attached to the *Marblehead* were caring for the sick and burying the dead in the vicinity of the Kvichak River.

*June 22.*—A party from the *Unalga*, headed by Capt. Dodge, proceeded to Nushagak and spent the day caring for the sick and gathering up orphans. The children, as they were picked up, were sent to Dr. French, at Dillingham, it being the intention of Capt. Dodge to transport all under 12 years of age, for whom Dr. French could not provide, to Unalaska and there to place them in the Jesse Lee Home.

Early in the morning a party consisting of Surgs. Johnson, Hubbard, and McGillicuddy, Dental Surg. Scott, and others made a trip of 25 miles into outlying sections with medicines and food. A detail of four men with shovels and guns accompanied the party.

*June 23.*—Two matters of special interest are mentioned under this date. One was the receipt of a message from the *Marblehead* stating that there were about 200 orphans in the Bristol Bay region, and recommending the immediate establishment of an orphanage in that locality; the other, the return of Surg. Johnson's party. This expedition had visited three canneries and two native settlements on the Igushik River, one native settlement at Nichols Spit, and one at Protection Point. Sick were found and treated at all three places, and at the place last mentioned five bodies were given burial. The trip had taken workers 76 miles by boat, and they had labored 37 hours without rest or sleep.

*June 24.*—The day was devoted to relief work at Ekuk, Shagniak, and other settlements on the east side of Nushagak Bay. Three sick natives were removed from this district to the hospital at Dillingham, and all orphan children found in the locality were carried thither. The day's operations completed the relief work in this locality—from Snag Point to Cape Constantine, on the west side of the bay, and from the mouth of the Nushagak River to Etolin Point, on its eastern side. There were several settlements and villages on Wood River, however, yet unvisited, where, according to reports, there were a number of unburied dead and a number of cases of influenza.

*June 25.*—Capt. Dodge went to Snag Point to ascertain the state of affairs there and along the Wood River.

#### RELIEF PARTY ATTACKED BY FEROCIOUS NATIVE DOGS.

*June 26.*—Upon the strength of Capt. Dodge's report of his trip of the preceding day, Surgs. Johnson, Hubbard, and McGillicuddy, two other officers, and a detail of men from the cutter proceeded into the Wood River district. Only one

native was discovered helplessly ill, but many were found destitute. The necessities of both the sick and the needy were supplied. At one of the settlements visited the entire population, numbering 7 persons, had died, and the native dogs had stripped their bones. The remains were gathered up and buried. The dogs, as ravenous and ferocious as wolves, promptly attacked the visitors, but the good marksmanship of the detail put an end to them before they could do anybody injury.

June 27.—The entire day was given over to the care of the sick and destitute natives at Nushagak and Dillingham.

June 28.—The services of the relief force being no longer required, all extra food and supplies the cutter had brought along were delivered to Dr. French for the benefit of the natives still needing attention.

Her work in this district concluded, the *Unalga* left Nushagak Bay on June 28 for Unalaska. She arrived at her destination on the 30th. Here, her six weeks' fight with the epidemic at an end, she took on coal and water and made other necessary preparations for once more taking up the regular business of her cruise. During the remainder of her stay in northern waters the cutter rendered only incidental service to those who had suffered directly or indirectly from the influenza. This work consisted for the most part in transporting native adults and orphans from place to place upon request of officials of the Bureau of Education.

The devotion of all who were associated with Capt. Dodge and his command in the work of mercy recounted here is warmly praised by him. Particular mention is made of the services of Ship's Surg. F. H. Johnson, Dental Surg. E. W. Scott, Capt. W. K. Thompson, Capt. of Engineers T. G. Lewton, Capt. E. A. Coffin, and Lieut. C. E. Anderson. These officers, says Capt. Dodge in his report, cheerfully performed the most menial work and were indefatigable in their efforts to relieve suffering.

#### ASSISTANCE RENDERED BY THE "BEAR."

The first contact made by the *Bear* with the influenza was at Unalaska, at which place she appeared on June 3, for the purpose of cooperating with the *Unalga*.

A detail from the *Bear* assisted officers and crew of the *Unalga* for about a fortnight (June 4 to 15), remaining at Unalaska and Dutch Harbor until the epidemic had been gotten under control. The cutter then resumed the regular duties of her cruise. While on her rounds of the Alaskan Islands, bays and villages, she extended assistance to the sick wherever found. Such assistance was given to natives and others on St. Lawrence Island and the Diomed Islands, and at Cape Prince of Wales, Port Clarence, Kotzebue Village, Kivalena, and Point Hope.

The above-mentioned work of the *Unalga* was commended by the Secretary of the Treasury in the following letter:

TREASURY DEPARTMENT,  
Washington, November 17, 1919.

Senior Capt. F. G. Dodge, U. S. C. G.,  
Assistant Inspector, Coast Guard,  
San Francisco, Calif.

SIR: Your very interesting and comprehensive report, dated October 30, 1919, of the Alaskan cruise of the *Unalga*, of which you were commanding officer, for the season of 1919, has been brought to my notice.

I am deeply impressed by your recital of the operations of the *Unalga* during her cruise in the northern waters and by the splendid manner in which all the duties of the vessel were performed.

Standing out preeminently is the valiant service you and your command rendered to the natives and others who were stricken down during the terrible scourge of influenza which swept the northern country. The measures taken to alleviate the suffering of the living and to provide food and shelter for them, and to care for the dead, are conspicuous examples of fortitude, self-abnegation, and devotion to duty and service which command the highest commendation.

It is just such accomplishments as these for the cause of humanity that have given the Coast Guard its high place among our Federal institutions, and the record of the *Unalga* on this occasion adds another brilliant chapter of endeavor to the annals of the service.

I extend to you and to the officers and men of your command at the time the grateful recognition of the department and my personal congratulations and good wishes.

I have requested the Captain Commandant to have this letter published on board the *Unalga*.

Respectfully,

CARTER GLASS, *Secretary*.

Copies of the foregoing letter were sent to the Secretary of the Navy and the Surgeon General of the United States Public Health Service for distribution to the officers and men of those two services who were attached to the *Unalga* during the cruise.

#### ANCHORAGE AND MOVEMENTS OF VESSELS.

During the fiscal year the personnel and equipment of the Coast Guard has been utilized in the enforcement of the regulations promulgated by the Secretary of the Treasury, under Title II of the act approved June 15, 1917, regulating the anchorage and movements of vessels in the following-named localities:

New York Harbor and vicinity.

Hampton Roads and the harbors of Norfolk and Newport News.

Delaware River, between the northern limits of Philadelphia Harbor and the southerly limits of New Castle, Del.

St. Marys River, from Point Iroquois, on Lake Superior, to Point Detour, on Lake Huron, except those waters including the St. Marys Falls Canals.

Chicago Harbor.

The offices of captain of the port at New York, Philadelphia, Norfolk, and Sault Ste. Marie continued to be filled by officers of the Coast Guard. The personnel and equipment of Coast Guard station No. 247, upon a request of the War Department, assumed charge, April 14, 1920, of the enforcement of the regulations prescribed for the use of the harbor of refuge, Harbor Beach, Lake Huron, Mich., which regulations were issued under authority of the act approved June 19, 1882. Under date of November 14, 1919, the Secretary of War defined and established anchorage grounds in Buzzards Bay, Mass., in the vicinity of the entrance to the approach channel to the Cape Cod Canal; this was in conformity with the river and harbor act approved March 4, 1915, and, in accordance with that law, cutters of the Coast Guard, stationed in the vicinity, have been charged with the enforcement of the regulations.

The patrol of the St. Marys River, Mich., began April 10, 1919, with the opening of navigation upon the Great Lakes, and continued until navigation closed on the 16th of December following. The patrol, therefore, was performed within two fiscal years, but as the major portion of it fell within the fiscal year 1920, reference to the season's operations properly may be made here.

The duties of this patrol are varied, consisting for the most part of the regulation of traffic passing through the river named, keeping the river channel free of ice, apprehending violators of motor boat traffic and navigation laws, and rendering assistance to vessels finding themselves in difficulty and danger. The extent of these operations is indicated by the following statistics:

*Vessel passages through St. Marys River.*

Month.	Vessels.	Tonnage.
April.....	716	2,373,163
May.....	2,644	10,566,326
June.....	2,810	11,219,416
July.....	3,027	11,916,152
August.....	2,103	6,609,961
September.....	2,577	10,202,917
October.....	2,249	9,713,919
November.....	1,299	5,134,496
December.....	162	499,192
Total.....	17,587	68,235,542

Violations of St. Marys River rules:

Number of warnings issued..... 20  
 Number of reports made..... 0

Total number of violations..... 20

Violations of navigation laws:

Number of warnings issued..... 2  
 Number of reports made..... 1

Total number of violations..... 3

Number of motor boats boarded and examined:

Foreign..... 1  
 American..... 110

Total..... 111

Violations of motor-boat laws reported..... 3

Cases of assistance rendered..... 14

The patrol of the river was performed by the following Coast Guard launches, and the usual continuous day and night lookout was maintained at six shore lookout stations:

*Miles cruised during season by launches.*

Advance.....	7,954
Search.....	3,297
Sentinel.....	7,967
No. 752.....	4,987
No. 933.....	5,287
Vigilant.....	5,371
Voyager.....	4,109
Total.....	38,972

In view of the great increase in the volume of the American merchant marine, the regulation of the anchorage and movements of vessels, particularly at the seaboard ports, has become a task of great importance, requiring for the execution of the duties connected therewith officers of wide experience, good judgment, and resourcefulness. It is gratifying to note that wherever these duties have fallen to the

Coast Guard to perform they have been accomplished in a highly satisfactory manner.

#### FLORIDA COAST PATROL.

The patrol of the Florida coast has been continued by vessels of the service in the prosecution of the usual duties with which the Coast Guard is charged—rendering assistance to vessels in distress; saving life and property; enforcing the customs, navigation, and motor-boat laws; protecting the revenue; preventing the illegal importation of prohibited merchandise, etc. The patrol force consists of seven former submarine chasers and a number of other small craft.

#### MEDICAL AID TO DEEP-SEA FISHERMEN.

Pursuant to the provisions of the act of June 24, 1914, the Coast Guard cutter *Algonquin* was detailed for the season of 1920 for the purpose of affording medical and surgical aid to the crews of American vessels engaged in deep-sea fishing in Alaskan waters. The *Algonquin* proceeded on this duty under orders issued February 4, 1920, and returned about April 1 following to make preparations for participating in the Bering Sea patrol. A medical officer of the Public Health Service accompanied the *Algonquin* on the cruise.

#### REMOVAL OF DERELICTS.

The Coast Guard has continued the work of removing derelicts and other floating dangers to navigation. During the year the number of derelicts destroyed or removed from the paths of marine commerce was seven. The following is a summary of the operations on this duty during the year:

##### Summary of derelict operations.

Date.	Cutter or station.	Name or description of derelict or obstruction.	Where found.	Disposition of derelict or obstruction.	Remarks.
1919.					
Oct. 16.....	Seminole.....	Hugh de Payens, sch.	Off Cardenas, Cuba.	Destroyed by mines.	Projecting spar of schooner Hugh de Payens, sunk in track of navigation.
Oct. 25.....	Seneca.....	Dorothy B. Barrett, sch.	Near Five Fathom Bank Lightship.	.....do.....	Spar projecting broken up leaving hull in 12 fathoms.
1920.					
Mar. 8-10....	Acushnet.....	Guilford, str...	Off Nantucket Shoals.	Towed into Vineyard Haven. <sup>1</sup>	Leaking at sea and pumps choked; crew taken off by U. S. S. Pocahontas before cutter found vessel; towed into Vineyard Haven.
May 1.....	Ossipee.....	Westgate, Br. sch.	Lat. 40° 30' N., long. 62° 53' W.	Sunk by shell fire.	Dismasted in storm; capsized. Found 275 miles from nearest port and in track of steamer travel; owing to impracticability of towing, was sunk.
May 7.....	Seneca.....	Unknown schooner.	Lat. 42° 03' N., long. 48° 39' W.	Destroyed by mines.	Found projecting spar, evidently from sunken schooner, in steamer lane; spar broken up by explosion of mine.

<sup>1</sup> Value \$630,000.

*Summary of derelict operations—Continued.*

Date.	Cutter or station.	Name or description of derelict or obstruction.	Where found.	Disposition of derelict or obstruction.	Remarks.
1920. May 3-18...	Seminole and station No. 105.	Florence Thurlow, sch.	9 miles off Seagirt, N. J.	Destroyed by mines.	Masts and rigging destroyed, leaving 7 fathoms clear over hull.
May 27-June 16.	Seminole and Manning.	Risoer, Nor. sch.	Lat. 38° 48' N., long. 73° 27' W.	.....do.....	On fire at sea; crew taken off by steamer City of Canton and transferred to Acushnet, May 3. The Risoer became a derelict when abandoned and was picked up and taken in tow by the Seminole May 26. After being towed 57 miles vessel went down.

## RESUSCITATION OF THE APPARENTLY DROWNED.

Calls are frequently made upon the Coast Guard crews to undertake the restoration of the apparently drowned. Those who fall thus into the hands of the corps are mostly swimmers and bathers and persons who have fallen off wharves and other exposed places or have been involved in accidents to small boats. Naturally the larger number of such calls are received during the period of the outing season.

There are two cases only of official record in which apparently drowned persons falling into the hands of the service crews were restored after submersion of 20 minutes or longer. No case is considered hopeless by the corps until proven so by actual manipulation of the body long enough to satisfy all doubt.

The instances of attempted resuscitation reported during the year in which the persons had been in the water longer than 30 minutes are not included in this statement. The cases falling within the limit of 30 minutes' immersion numbered 31 for the year. Of these, 15 were successful, the patients being fully restored. In all of the 15 successful cases artificial respiration was employed. Six of the 15 persons resuscitated were apparently dead when taken from the water. Two of the six had been in the water 3 minutes, one 5 minutes, and one "from 7 to 10" minutes. It is not known how long the other two were in the water. Resuscitative effort was carried on in these six cases from 10 minutes to 2 hours and 10 minutes, the last-mentioned period having been consumed in restoring the patient who had been in the water "from 7 to 10 minutes."

## CUSTOMS DUTIES.

In addition to the general enforcement of customs laws by all vessels and stations of the Coast Guard, there are 12 harbor cutters or launches detailed especially for customs service at the following ports: Boston, New York, Philadelphia, Baltimore, Savannah, Pensacola, Mobile, New Orleans, and San Francisco.



## ENFORCEMENT OF NAVIGATION AND OTHER LAWS.

*Regattas.*—Regatta courses, as is customary, were patrolled and supervised in the interests of public safety, at such places where facilities were available. During the year two regattas were patrolled, as follows:

Yale-Harvard, June 25, 1920, at New London, Conn. course patrolled by Coast Guard cutters *Tuscarora*, *Seminole*, and a former submarine chaser.

Yachtmen's Club of Philadelphia, June 25-26, 1920, course from Essington, Pa., to Atlantic City, N. J., patrolled by Coast Guard cutter *Manhattan*.

*Enforcement of navigation laws, etc.*—In enforcing the navigation, motor-boat and customs laws, there were boarded and examined during the year 2,005 vessels. Derelictions were found in 601 cases, involving penalties amounting to \$65,025.

*Certification of lifeboat men.*—During the year the Coast Guard continued its assistance to the Steamboat-Inspection Service, Department of Commerce, in the examination of merchant seamen as to their qualifications for "Certificated lifeboat men," as contemplated by the so-called seamen's act; 1,399 men were examined during the year.

## COASTAL COMMUNICATION.

The rapid transmission of information is absolutely essential to the efficient and expeditious conduct of modern-day commerce. This observation applies with equal force to the business of the Coast Guard. The rescue of a ship's company imperiled on rocky shores or outlying sands often depends upon the speedy appearance of a service cutter or the crew of a service station upon the scene of disaster. A coastal telephone system comprising more than 2,200 miles of lines affords the Coast Guard this indispensable facility. The system has been improved and extended during the year as the exigencies of the service have required. This work includes changing of grounded lines to metallic circuits, rebuilding extensive sections of the lines, installing modern apparatus throughout the system, etc. All except two Coast Guard stations are now furnished communication with the telephone or telegraph systems of the country, making it possible for the stations to transmit information of marine casualties directly to maritime centers, and to call service cutters and other aid if need be into cooperation with them. In addition, the Coast Guard now furnishes telephone service to about 150 lighthouses, including the most important ones on the Atlantic, the Pacific, and the Gulf coasts. Twenty-two Navy radio compass stations are furnished telegraph and telephone communication over service lines, and it is planned to furnish service to a number of radio compass stations which it is understood are to be constructed in the near future. Eight Navy radio stations are connected with the Coast Guard lines. The service has at present approximately 1,800 miles of overhead lines and 440 miles of cable, making a total of 2,240 miles. The usefulness of this system of communication both for the peace-time duties of the service and as a protective agency of the Government along our coasts in time

of war can not be overstated. The former long ago became an established fact. In the latter relation it has met every expectation.

#### AVIATION.

The application of aviation to the uses of the Coast Guard in the saving of life and property from the perils of the sea, in the locating of floating derelicts along our coasts, and in the rendering of other kindred service can now be regarded as an assured proposition. A Coast Guard aviation station has been established at Morehead City, N. C., at practically no expense to the service. The buildings and equipment were acquired from the Navy Department. The aircraft in use are the Navy H-S flying boats. The station is conducting experiments with the view of furthering the effectiveness of aircraft to life and property saving purposes. As funds become available it is proposed to establish similar stations elsewhere. It is earnestly recommended that Congress give its support to the development of this activity of the Coast Guard. A number of officers of the Coast Guard are already qualified pilots of aircraft. During the World War officers of the Coast Guard on aviation duty were assigned to command naval air stations at home and abroad, to duty as executive officers at naval air stations, as test pilot, as inspector of aeronautic engineering material, and as patrol and instructing pilots and technical specialists.

It is of interest to note that Lieut. Commander E. F. Stone, United States Coast Guard, was first pilot on the trans-Atlantic seaplane *NC-4*.

#### RECRUITING.

The plan hitherto employed of making enlistments directly on board the vessels and at the stations to which recruits were to be assigned has been extended to include the establishment of recruiting stations at some of the principal sea and lake ports of the country. It has become necessary to add this means on account of the difficulty which has been experienced in recent months in securing suitable recruits, due, in a large measure, to the prevailing high wages paid in the merchant service and in practically all other civil occupations. The modified plan has brought fairly good returns, and it is thought that if the service is able to adopt further measures to bring to the public notice in a graphic way the attractions of the Coast Guard as a field of employment greater success will result. To this end it is recommended that such funds as may be necessary be appropriated.

#### DISCIPLINE.

During the year final action was taken on:

General courts-martial cases.....	13
General Coast Guard court cases.....	229
Summary courts-martial cases.....	60
Minor Coast Guard court cases.....	255
Deck court cases.....	115
Total.....	672

*General and summary courts-martial and deck courts from July 1 to Aug. 27, 1919, inclusive, while the Coast Guard was operating as a part of the Navy.*

## GENERAL COURTS-MARTIAL.

Confinement in naval prisons.....	4
Dishonorable discharge.....	2
Action deferred, placed on probation.....	1
Restriction to ship or station.....	1
Disapprovals.....	1
Withdrawn.....	3
Deserted before trial.....	1
<b>Total.....</b>	<b>13</b>

Of the sentences involving confinement in naval prisons, the unexecuted portions of the sentences were remitted by the department in three cases.

## SUMMARY COURTS-MARTIAL.

Loss of pay.....	13
Loss of pay with other punishment.....	8
Bad-conduct discharge.....	14
Bad-conduct discharge withheld, placed on probation, and loss of pay remitted under article 4893, Naval Instructions.....	9
Loss of pay remitted under article 4893, Naval Instructions.....	8
Acquittals.....	6
Disapprovals.....	2
<b>Total.....</b>	<b>60</b>

## DECK COURTS.

Loss of pay only.....	58
Loss of pay with other punishment.....	9
Punishment other than loss of pay.....	2
Disapprovals.....	17
Loss of pay remitted under article 4893, Naval Instructions.....	29
<b>Total.....</b>	<b>115</b>

*General and minor Coast Guard courts from Aug. 28, 1919, the date upon which the Coast Guard was returned to the jurisdiction of the Treasury Department, to June 30, 1920.*

## GENERAL COAST GUARD COURTS.

Imprisonment.....	44
Dishonorable discharge.....	41
Bad-conduct discharge.....	16
Ordinary discharge.....	2
Forfeiture of pay.....	27
Forfeiture of pay with other punishment.....	34
Punishment other than loss of pay.....	1
Action deferred, now on probation.....	36
Entirely remitted.....	7
Acquittals.....	4
Disapprovals.....	3
Withdrawn.....	3
Deserted before trial.....	11
<b>Total.....</b>	<b>229</b>

Of the sentences involving imprisonment by sentences of general Coast Guard courts, the unexpired portions of the sentences were remitted by the department in 17 cases. In 2 cases the men were restored to duty and placed on probation.

## MINOR COAST GUARD COURTS.

Forfeiture of pay	101
Forfeiture of pay with other punishment	97
Punishment other than forfeiture of pay	7
Dishonorable discharge	15
Bad-conduct discharge	16
Ordinary discharge	1
Remitted	3
Action deferred, now on probation	3
Acquittals	6
Disapprovals	6
Total	255

The system of probation inaugurated by the department several years ago has been continued with satisfactory results.

## COAST GUARD ACADEMY.

At the close of the year there were under instruction at the Coast Guard Academy, at New London, Conn., 23 line cadets, but no cadet engineers. During the year covered by this report 14 line cadets and 1 cadet engineer were appointed as a result of competitive examinations held throughout the country; 6 line cadets and 2 cadet engineers resigned; 2 cadet engineers were graduated. The system of intensive training for enlisted men, previously established at New London, has been continued. On account of the difficulty experienced recently in obtaining the necessary number of recruits from the usual sources of supply, owing to higher rates of pay in commercial activities, it will be necessary to continue the enlistment of inexperienced men and train them at New London. It is imperative that facilities for the proper accommodation, training, and instruction both of officers and of enlisted men be provided. The physical conditions obtaining at the academy should be improved so that all essential facilities may be available. This matter will be inquired into by a board which will be convened for that specific purpose. It is urged, in view of the important purposes of this institution, that sufficient funds be provided by Congress for the needed betterments.

Preparations for the practice cruise of the *Itasca*, for the purpose of affording the cadets and cadet engineers practical training in the theoretical studies taught during the academic year and of giving instruction in the duties of both line and engineer officers, etc., were well under way at the close of the fiscal year. It is contemplated that the cruise shall extend to European ports.

## COAST GUARD DEPOT.

The facilities of the Coast Guard repair depot at Arundel Cove, South Baltimore, Md., were employed during the war in overhauling and repairing not only vessels of the Coast Guard but small craft of the Navy. Repairs have also been made to vessels belonging to other departments of the Government. The Coast Guard cutters *Pamlico*, *Tioga*, *Manning*, *Apache*, *Itasca*, *Seneca*, *Algonquin*, *Pequot*, and *Gresham* were extensively repaired at the depot during the year. The plan of constructing the small boats of the service at the depot for use at stations and on vessels has been continued, and

ts. Certain  
s' quarters,

PLATE IV.



ne of ship-  
e duty it is  
ng our sea-  
h the usual  
hoped that  
or the serv-  
as will best  
now under  
he calendar  
ies that be-  
some of the  
ighter duty.  
their equip-  
e. This con-  
he vessels in

Ample ap-  
service in these  
es, which were  
ed to the needs  
ne Coast Guard  
is work is both  
vessels to put to  
lter from storm.  
ed to the hardest  
extremely difficult  
tions on the vessels  
meliorated so far as  
ed to meet these im-

ear to the Coast Guard  
unt, *Ossipee*, *Bear*, *Tus-*  
*Dumlico*, *Tioga*, *Apache*,

ions of the service are greatly  
replaced by new ones. Some  
through age and usage and are  
oped that Congress will appro-  
ard the necessary work of re-  
ged that the sum included in  
of Coast Guard stations be al-  
ent of a number of stations, now  
ed because of insufficient funds.  
No. 57 (Quonochontaug, R. I.) has  
station building at station No. 141  
en moved to the rear of the station  
on. The boathouse at station No. 147  
was destroyed by storm, has been rebuilt.



in this regard also the plant is giving excellent results. Certain repairs and improvements have been made to the officers' quarters, boat shop, and wharf.

#### VESSELS AND STATIONS.

It is expected that during the next few years the volume of shipping will be greatly augmented. The Coast Guard, whose duty it is to render aid and protection to the marine commerce along our seaboard, should be provided ample means for coping with the usual exigencies attending ocean navigation. It is earnestly hoped that early steps will be taken to provide additional vessels for the service, four or five at least, of such type and of such size as will best meet present and future requirements. Five vessels are now under contract, and delivery is expected in the early part of the calendar year 1921; but even these will not supply the deficiencies that before long will be brought about by the withdrawal of some of the older vessels from the heavy work of the service for lighter duty. Some of the vessels are in poor physical condition and their equipment is not commensurate with the demands of the service. This condition is due to the lack of sufficient funds to keep the vessels in repair and to provide them with adequate equipment. Ample appropriations should be made to cover the needs of the service in these respects. The vessels of the *Eagle* and subchaser types, which were recently obtained from the Navy, are not wholly suited to the needs of the service. Vessels adapted to the special work the Coast Guard is called upon to perform should be provided. This work is both arduous and hazardous. It is necessary for these vessels to put to sea at the very time other vessels are seeking shelter from storm. The vessels of the service are necessarily subjected to the hardest usage, and the officers and men must live under extremely difficult conditions and circumstances. The accommodations on the vessels should be ample, that these conditions may be ameliorated so far as practicable. It is urged that the Congress be asked to meet these imperative needs.

Extensive repairs were made during the year to the Coast Guard cutters *Itasca*, *Acushnet*, *Androscoggin*, *Pequot*, *Ossipee*, *Bear*, *Tuscarora*, *Winnisimmet*, *Manning*, *Gresham*, *Pamlico*, *Tioga*, *Apache*, *Seneca*, and *Algonquin*.

Many of the buildings at the shore stations of the service are greatly in need of repairs, and others should be replaced by new ones. Some of them are in a state of dilapidation through age and usage and are unfit for occupancy. It is earnestly hoped that Congress will appropriate sufficient funds to carry forward the necessary work of rehabilitation and renewal. It is urged that the sum included in the estimates for the establishment of Coast Guard stations be allowed by Congress. The establishment of a number of stations, now authorized by law, is being delayed because of insufficient funds.

The station building at station No. 57 (Quonochontaug, R. I.) has been extensively repaired. The station building at station No. 141 (Rehoboth Beach, Del.) has been moved to the rear of the station lot and put into good condition. The boathouse at station No. 147 (North Beach, Md.), which was destroyed by storm, has been rebuilt.

A riprap stone protection has been constructed at station No. 137 (Cape May, N. J.). The launchway at station No. 318 (Humboldt Bay, Calif.) has been rebuilt. Contracts have been awarded or work has begun in connection with the following projects: Launchway at station No. 14 (Isles of Shoals, N. H.); moving station buildings to new site at station No. 83 (Fire Island, N. Y.); construction of stables at stations Nos. 163 (Dam Neck Mills, Va.) and 190 (Cape Lookout, N. C.); construction of lifeboat house at station No. 252 (Thunder Bay Island, Mich.); construction of lifeboat house at station No. 253 (Middle Island, Mich.); construction of wharf and approach at station No. 314 (Siuslaw, Oreg.). All of the buildings at station No. 221 (Aransas, Tex.) were destroyed by the hurricane of September 14, 1919.

The establishment of a Coast Guard station on the coast of Lake Superior, in Cook County, Minn., in such locality as the Commandant of the Coast Guard may recommend, was authorized by act of May 6, 1920.

#### RIVER CUTTERS.

Two of the river cutters (*Kankakee* and *Yocona*) authorized by law were completed and placed in commission. The *Kankakee* was allocated to the Ohio River section, with station during the flood season at Evansville, Ind. The *Yocona* was allocated to the Mississippi River section, with station at Vicksburg, Miss. The special duty to be accomplished by these vessels will be, in the case of the former, to render assistance during floods on the Ohio River and its tributaries, and on that portion of the Mississippi River adjacent to the mouth of the Ohio River, and, in the case of the latter, to render assistance on the Mississippi River and its tributaries. In addition to this special duty of giving relief, succor, and assistance to victims of flood, each of these vessels will perform other duties with which the Coast Guard is charged in the matters of rendering assistance to vessels in distress, saving life and property, protecting the revenue, enforcing the navigation and motor-boat laws, and prosecuting such other work as properly may come within the purview of the service.

#### LEGISLATION.

Considerable legislation of importance to the Coast Guard was enacted by Congress during the year, the most comprehensive, perhaps, being that contained in the act of May 18, 1920, which, with other beneficial and constructive features, provided for the assimilation of the pay and allowances of the commissioned, warrant, and enlisted personnel of the Coast Guard with the pay and allowances in the Navy for corresponding grades or ratings and length of service. Among other legislation had was that extending permanently commissary privileges to the officers and men; changing the titles of commissioned officers to correspond with the titles of commissioned officers of the Navy, and authorizing the holding of deck courts, whereby minor offenses can be tried and adjudged by one commissioned officer, with the consent of the accused person. This last results in the expeditious administration of justice, and avoids the delay, expense, and complicated procedure usually involved in court cases.



## PROMOTION IN COMMISSIONED GRADES.

The slow and very limited promotion confronting the commissioned personnel of the Coast Guard constitutes a harmful situation that militates against the efficiency and best interests of the service. The number of officers is small and promotion can, under existing law, be made only upon the occurrence of a vacancy in the next higher grade. This results in very slow advancement, and defers to an unreasonable extent the time when the younger officers can expect to attain command rank. Furthermore, owing to the fact that the Coast Guard organization does not include those higher grades that are essential to a well-rounded military organization, officers well advanced in life and of many years' service find themselves holding a rank entirely inappropriate to their age and experience and greatly below that attained by officers of the same age, experience, and ability in the other military services. These conditions injure the morale of the commissioned force and make it extremely difficult to obtain, and retain, young officers. It is earnestly recommended that this matter be brought to the attention of the Congress with the view of securing legislation which will bring about a just and reasonable flow of promotion for officers of the Coast Guard more commensurate with that obtaining in the other military services of the country.

## CIVILIAN PERSONNEL.

It is earnestly recommended that the items included in the estimates of the Coast Guard for the fiscal year 1922 proposing certain additional clerical assistance for Coast Guard headquarters at Washington and increasing the pay, both for the present clerical force and for the civilian personnel in the field, receive favorable consideration. These measures are necessary for the proper administration and conduct of service affairs.

## TRANSFER OF COAST GUARD TO NAVY.

The repeated efforts looking to the transfer of the Coast Guard to the Navy suggest a few pertinent observations at this time upon the subject. Similar propositions brought forward from time to time for many years past have failed, very properly, to elicit the support of various Secretaries of the Treasury or the sanction of Congress. Under the law the Coast Guard operates as a part of the Navy in time of war and brings to the aid of that military branch of the Government its resources of personnel and material, the former, with their military training and discipline and their experience, fitting at once into the naval organization, so that there is a minimum of disturbance in securing immediately the closest sort of cooperative direction and effort. The peace-time duties of the Coast Guard, and these, it is hardly necessary to state, make up nearly the sum total of its activities, have nothing in common with naval functions. The Coast Guard in the execution of its normal duties deals with entirely different problems—problems having to do with the preservation of life and property from the perils of the sea; with the rescue and relief of the shipwrecked; with assistance to vessels in distress at sea;

with the removal of derelicts and other dangerous obstructions from the paths of marine commerce; with rendering assistance and succor in a multitude of ways to those whose business engages them in marine commerce along our shores; with assisting other departments of the Government in the prosecution of such of their duties as require the services of vessels which they do not possess, and a trained personnel; with the patrol of the coasts for the timely discovery of wrecks. It assists in the protection of the customs revenue, in the administration of the customs service, and in preventing illegal importations; it protects wrecked property; it releases vessels from threatening and dangerous positions; it places lookouts upon our shores and in our harbors to guard the lives of those who incur the hazards of boating; it averts disaster to shipping by signals of warning from the shore, and performs hundreds of beneficent offices that make for the public good and benefit. Surely, it can not be claimed that these duties have any relation to naval matters or any place in naval jurisdiction. It is believed that the fundamental primary duties of the Coast Guard and its great humanitarian offices, universally recognized as of the highest usefulness, importance, and distinction, would be impaired seriously, if not actually subverted, by merging them permanently into the Naval Establishment. The constituted authorities of the Coast Guard stoutly and rightly maintain that the service is needed by the Treasury Department and that it is not needed by the Navy Department in time of peace. There is no doubt that the transfer would be inimical to the public interests, and it is hoped that the Congress will continue to see the wisdom of withholding its approval of any proposal to that end.

#### APPROPRIATIONS AND EXPENDITURES FOR MAINTENANCE OF COAST GUARD.

*Statement showing appropriations and expenditures for maintenance of the Coast Guard for the fiscal year ending June 30, 1920.*

##### APPROPRIATIONS.

Coast Guard, 1920.—For every expenditure requisite for and incident to the authorized work of the Coast Guard, as follows, including maintenance, repair, and operation of motor cycles, to be used only for official purposes:

For pay and allowances prescribed by law for commissioned officers, cadets and cadet engineers, warrant officers, petty officers, and other enlisted men, active and retired, temporary and substitute surfmen, and one civilian instructor.....	\$4, 575, 000. 00
For rations or commutation thereof at the rate of 45 cents per ration for warrant officers, petty officers, and other enlisted men.....	858, 000. 00
For 12 clerks to district superintendents at such rate as the Secretary of the Treasury may determine, not to exceed \$1,200 each.....	13, 000. 00
For fuel and water for vessels, stations, and houses of refuge.....	345, 000. 00
For outfits, ship chandlery, and engineers' stores for the same.....	500, 000. 00
For rebuilding and repairing stations and houses of refuge, temporary leases, rent, and improvements of property for Coast Guard purposes, including use of additional land where necessary.....	200, 000. 00
For actual traveling expenses or mileage, in the discretion of the Secretary of the Treasury, for officers, and actual traveling expenses for other persons traveling on duty under orders from the Treasury Department.....	62, 000. 00

## Coast Guard, 1920—Continued.

For carrying out the provisions of section 8 of the act approved May 4, 1882-----	\$5,000.00
For draft animals and their maintenance-----	30,000.00
For telephone lines and their maintenance-----	30,000.00
For compensation of civilian employees in the field-----	61,000.00
For contingent expenses, including communication service, subsistence of shipwrecked persons succored by the Coast Guard, wharfage, towage, freight, storage, repairs to station apparatus, advertising, surveys, medals, stationery, labor, newspapers, and periodicals for statistical purposes, and all other necessary expenses which are not included under any other heading-----	70,000.00
In all-----	6,749,000.00

## DEFICIENCY APPROPRIATION, COAST GUARD.

To supply a deficiency in the appropriation for the Coast Guard, 1920 (act Mar. 6, 1920):

For pay and allowances-----	\$1,000,000
For rations or commutation thereof-----	245,000
<i>Provided, That hereafter when rations for the Coast Guard are commuted they shall be commuted at a rate not to exceed the average cost of the ration for the preceding six months, as determined by the Secretary of the Treasury.</i>	
For fuel and water for vessels-----	145,000
For outfit, ship chandlery, and engineers' stores-----	104,000
For actual traveling expenses or mileage-----	130,000
For draft animals-----	9,450
For compensation of civilian employees-----	600
For contingent expenses-----	35,000
In all-----	1,669,050.00
Act of June 5, 1920:	
For pay and allowances-----	200,000.00
For contingent expenses, \$25,000, which sum or any part thereof may be paid from any subhead (except "Pay and Allowances") of the appropriation "Coast Guard, 1920."	
Transferred from naval appropriation to supply deficiencies---	821,299.21
	9,439,349.21
Repairs to Coast Guard cutters, 1920:	
For repairs to Coast Guard cutters-----	\$300,000
To supply a deficiency, act Mar. 6, 1920-----	60,000
	360,000.00

## NEW CONSTRUCTION.

Construction of cutters:

Balance on hand July 1, 1919-----	\$493,502.90
Appropriation, naval act, July 11, 1919-----	2,850,000.00
	3,343,502.90

## EXPENDITURES, COAST GUARD, 1920.

Pay and allowances of commissioned officers, cadets, and instructor-----	1,241,957.13
Pay and allowances of warrant officers, petty officers, and other enlisted men-----	4,969,100.50
Total pay and allowances-----	6,211,057.63

## REPORT OF THE COAST GUARD.

Rations	\$1,105,816.50
Clerks to district superintendents	11,093.05
Compensation of civilian employees in the field	60,887.30
Fuel and water	568,353.17
Outfits	611,558.73
Rebuilding and repairing	190,790.45
Travel	212,274.29
Act May 4, 1882	273.29
Draft animals	41,151.96
Telephone lines	29,681.56
Contingent expenses	140,950.76
Total	9,183,888.69
Unexpended balance	255,460.52
Repairs to Coast Guard cutters	357,318.19
Unexpended balance	2,681.81

## NEW CONSTRUCTION.

Construction of cutters:	
Five cruising cutters	\$3,260,949.35
Three river steamboats	703.08
Total expenditure	3,261,652.43
Unexpended balance June 30, 1920	81,850.47

# FUNCTIONS, DUTIES, ORGANIZATION, AND EQUIPMENT OF THE UNITED STATES COAST GUARD.

## FUNCTIONS AND DUTIES.

The Coast Guard was created by the act of Congress approved January 28, 1915, by combining therein the former Revenue-Cutter Service and the former Life-Saving Service.

The Revenue-Cutter Service was originally established in 1790 at the second session of the First Congress, upon the recommendation of the first Secretary of the Treasury, as the result of the need for the services of a coast patrol for the enforcement of the customs laws and as an organized armed force for the protection of the seacoast, there being at that time no naval establishment. By evolutionary processes coincident with the steady growth of the Nation additional duties were successively added to this service to meet the ever-increasing demands of the maritime interests in so far as they were connected with governmental functions, so that at the time of the passage of the act above noted the Revenue-Cutter Service had become essentially an emergency service, specializing in the performance of nearly all governmental maritime duties.

The Life-Saving Service was not the creation of a single legislative act, but the result of a series of enactments dating back to 1848—for many years desultory and fragmentary—which had in view the preservation of life and property from shipwreck on the coast. In 1871 a definite life-saving system was inaugurated and administered, in conjunction with the Revenue-Cutter Service, until June 18, 1878, when, as a consequence of the development and growth of the work and of its importance to commerce and humanity, Congress established the Life-Saving Service as a separate organization.

As the Life-Saving Service was maintained for the purpose of saving life and property along the coast, and as one of the principal functions of the Revenue-Cutter Service in time of peace was to perform similar duties on the seas, the two services necessarily cooperated with and supplemented each other to a considerable extent in this work of conservation, and it became apparent to the Secretary of the Treasury that closer coordination and increased efficiency would result from the union of both services into one organization. The matter was accordingly presented to Congress with strong recommendations for the enactment of the necessary legislation, and the deliberations of that body resulted in the Coast Guard act of January 28, 1915, as follows:

**An Act To create the Coast Guard by combining therein the existing Life-Saving Service and Revenue-Cutter Service.**

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there shall be established in lieu of the existing Revenue-Cutter Service and the Life-Saving Service, to be composed of those two existing organizations, with the existing offices and positions and the incumbent officers and men of those two services, the Coast Guard, which shall*

constitute a part of the military forces of the United States and which shall operate under the Treasury Department in time of peace and operate as a part of the Navy, subject to the orders of the Secretary of the Navy, in time of war or when the President shall so direct. When subject to the Secretary of the Navy in time of war the expense of the Coast Guard shall be paid by the Navy Department: *Provided*, That no provision of this act shall be construed as giving any officer of either the Coast Guard or the Navy, military or other control at any time over any vessel, officer, or man of the other service except by direction of the President.

Sec. 2. That in the Coast Guard there shall be a captain commandant, senior captains, captains, first lieutenants, second lieutenants, third lieutenants, engineer in chief, captains of engineers, first lieutenants of engineers, second lieutenants of engineers, third lieutenants of engineers and constructors, cadet and cadet engineers, warrant officers, petty officers, and other enlisted men, all of said offices, respectively, corresponding to the present offices of the Revenue-Cutter Service, which are transferred to the Coast Guard, and all the present incumbents, officers and enlisted men, are also transferred to corresponding positions in the Coast Guard; a general superintendent, assistant general superintendent, district superintendents, keepers, and surfmen, which offices and positions shall be transferred from the corresponding positions in the existing Life-Saving Service and be made like positions in the Coast Guard, and all the incumbent officers and surfmen shall be transferred to such corresponding positions in the Coast Guard, in which the superintendents shall be commissioned as such, keepers shall be warrant officers, and surfmen shall be enlisted men, of which enlisted men the number one surfmen shall be petty officers.

There shall be in the administrative service of the Coast Guard two chiefs of division, to be appointed by the Secretary of the Treasury, with annual salary of \$3,000 each, together with such clerical and technical positions and the incumbents therein as it may be necessary to transfer from the two existing organizations to the Coast Guard. There may be such other clerical and technical assistance as may from time to time be authorized by Congress.

Except as herein modified all existing laws relating either to the present Life-Saving Service or the present Revenue-Cutter Service shall remain of force as far as applicable to the Coast Guard and the offices, positions, operations, and duties shall in all respects be held and construed to impose the same duties upon the positions and their incumbents in the Coast Guard as are now imposed upon the corresponding positions and incumbents in the said two existing organizations. The provisions of the act entitled "An act to regulate enlistments and punishments in the United States Revenue-Cutter Service," approved May twenty-sixth, nineteen hundred and six, shall apply to and govern the Coast Guard.

All duties now performed by the Revenue-Cutter Service and Life-Saving Service shall continue to be performed by the Coast Guard, and all such duties, together with all duties that may hereafter be imposed upon the Coast Guard, shall be administered by the captain commandant, under the direction of the Secretary of the Treasury, and all funds and appropriations now provided by law for the Revenue-Cutter Service and all funds and appropriations now provided by law for the Life-Saving Service shall be available for like purposes under the Coast Guard hereby created.

Sec. 3. That all existing laws affecting rank, pay, and allowances in the present Life-Saving Service and the present Revenue-Cutter Service shall apply to the corresponding positions in the Coast Guard and the officers and men transferred thereto and their successors. This shall include all laws and regulations which now give to the enlisted men of the existing Revenue-Cutter Service increased pay of \$1 per month for each three years' service, allowances for uniforms, and all other allowances or gratuities due to enlisted men, which are hereby made applicable to the enlisted men of the Coast Guard who were formerly surfmen in the Life-Saving Service.

The provisions of sections three, four, five, six, seven, eight, and nine of the act of April twelfth, nineteen hundred and two, in so far as they provide for the retirement of officers of the Revenue-Cutter Service, are hereby extended to include commissioned officers, warrant officers, and enlisted men of the Coast Guard. A commissioned officer, warrant officer, or enlisted man who has served thirty years, upon suitable application and as to commissioned officers upon approval by the Secretary of the Treasury, may be retired from active service and receive seventy-five per centum of the duty pay, salary and increase of his grade or rating: *Provided*, That such commissioned officer, warrant officer,

or enlisted man may be assigned to such duties as he may be able to perform. The commissioned officers, warrant officers, and petty officers of the Coast Guard shall receive ten per centum increase of pay for every five years of service, such increase not to exceed forty per centum of the pay of their grade or rating subject to the limitations of existing laws governing longevity pay: *Provided further*, That in computing length of service for any purpose all creditable service in the Army, Navy, Marine Corps, Revenue-Cutter Service, and Life-Saving Service shall be included, counting part of a year as a whole year where stations were operated only part of a year: *And provided further*, That no person shall receive for the same time retired pay and the extra pay allowed under section seven of the act of May fourth, eighteen hundred and eighty-two. The provisions of section three of the act of March twenty-sixth, nineteen hundred and eight, increasing the efficiency of the personnel of the Life-Saving Service shall apply to the death of any officer, warrant officer, or enlisted man on the active list in the Coast Guard: *Provided*, That no pension shall be allowed or paid to any commissioned officer, warrant officer, or enlisted man in the Coast Guard either on the active or retired list.

SEC. 4. That hereafter, whenever a vacancy occurs in the grade of keeper of a life-saving station or house of refuge, it shall be filled by promotion and appointment from the grade of surfman, and whenever a vacancy shall occur in the grade of district superintendent the vacancy shall be filled by promotion and appointment from the grade of keeper: *Provided*, That the district superintendents shall be the chief officers and first in authority in their respective districts, subject to the authority of the captain commandant.

When the organization of the Coast Guard shall have been perfected the President is authorized to retire the general superintendent on seventy-five per centum of his present salary, and no further appointment shall be made to such office. At the same time the office of assistant general superintendent shall be abolished.

SEC. 5. That the captain commandant of the Coast Guard shall submit to the Secretary of the Treasury, for transmission to Congress, an annual report of the expenditures of the moneys appropriated for the maintenance of the Coast Guard and of the operations of the Coast Guard during the year.

SEC. 6. That any person using any vessel in the Coast-Guard Service for private purposes, in violation of law, shall upon conviction thereof be fined \$1,000.

SEC. 7. That all acts or parts of acts inconsistent herewith are hereby repealed.

It is interesting to note that the formation of the Coast Guard presents the somewhat unusual feature of an offshoot of an older service of the Government being developed independently, and finally, with its parent organization, merged into a new branch of Federal activity, which, while preserving the primary object of conservation of life and property, is capable, by means of its broader foundation, of expanding its sphere of usefulness along both civil and military lines in all maritime functions connected with the Government.

In general, the duties of the Coast Guard may be classified as follows:

1. Rendering assistance to vessels in distress and saving life and property.
2. Destruction or removal of wrecks, derelicts, and other floating dangers to navigation.
3. Extending medical aid to American vessels engaged in deep-sea fisheries.
4. Protection of the customs revenue.
5. Operating as a part of the Navy in time of war or when the President shall so direct.
6. Enforcement of law and regulations governing anchorage of vessels in navigable waters.
7. Enforcement of law relating to quarantine and neutrality.
8. Suppression of mutinies on merchant vessels.
9. Enforcement of navigation and other laws governing merchant vessels and motor boats.

10. Enforcement of law to provide for safety of life on navigable waters during regattas and marine parades.
11. Protection of game and the seal and other fisheries in Alaska, etc.
12. Enforcement of sponge-fishing law.
13. International ice patrol of the Grand Banks.

While the foregoing represent the principal duties, it is difficult to enumerate all the tasks that fall to the service, for it is essentially an emergency service, and it seems to be generally recognized that all the great departments of the Government may call upon the Coast Guard for any special work of a maritime nature for which no other vessels are especially maintained.

During all periods of the year, and at such times as least to interfere with the emergent duties of a civil nature, a rigid system of military discipline and training is maintained better to fit the personnel for the duty of operating as a part of the Navy at any time, as the law requires. This function of the Coast Guard has always been of value, since in all wars to which the United States has been a party the Government has had at hand an auxiliary force, properly disciplined and trained, ready to become a part of the regular naval forces as occasion required.



ORGANIZATION AND EQUIPMENT.  
CRUISING CUTTERS.

Name and building number.	Length over all.	Beam molded.	Draft maximum.	Displacement.	Gross tonnage C. H.	Material hull.	Power.	When built.	Duty or station June 30, 1920.	Guns.
Acushnet (18).....	<i>Ft. in.</i> 152 0	<i>Ft. in.</i> 29 0	<i>Ft. in.</i> 13 9	<i>Tons.</i> 800	558	Steel.....	Steam.....	1908	Woods Hole, Mass.....	2
Algonquin (4).....	205 6	32 0	13 3	1,119	736	do.....	do.....	1898	Astoria, Oreg.....	4
Andreogogin (14).....	210 0	35 2	17 6	1,805	1,009	Wood.....	do.....	1908	Boston, Mass.....	4
Apache.....	185 3	29 0	9 3	708	416	Iron.....	do.....	1891	Baltimore, Md.....	3
Bear.....	188 0	28 6	18 2	1,700	703	Wood.....	do.....	1874	Seattle, Wash.....	3
Bothwell.....	200 9	25 6	11 0	500	398	Steel.....	Gear'd turbine.....	1919	San Diego, Calif.....	3
Carr.....	200 9	25 6	11 0	500	398	do.....	do.....	1919	Panama Canal Zone.....	3
Comanche.....	170 8	27 0	8 10	589	398	Iron.....	Steam.....	1896	Galveston, Tex.....	3
Earp.....	200 9	25 6	11 0	500	724	Steel.....	Gear'd turbine.....	1919	Honolulu, T. H.....	3
Gresham (1).....	205 6	32 0	12 6	1,000	724	do.....	Steam.....	1897	Boston, Mass.....	4
Haida (37).....	240 0	39 0	16 6	1,600	717	do.....	Turbine electric.....	1893	Building.....	3
Itasca.....	189 6	32 0	13 10	980	717	do.....	Steam.....	1893	New London, Conn.....	6
Kankakee (32).....	182 0	34 0	3 6	383	724	Steel hull, wood deck houses.	do.....	1919	Evansville, Ind.....	4
Manning (2).....	205 0	32 0	13 9	1,555	724	Composite.....	do.....	1897	Norfolk, Va.....	3
McGourty.....	200 9	25 6	11 0	500	724	Steel.....	Gear'd turbine.....	1919	New London, Conn.....	3
Modoc (36).....	240 0	39 0	16 6	1,600	724	do.....	Turbine electric.....	1919	Building.....	5
Mojave (38).....	240 0	39 0	16 6	1,600	724	do.....	do.....	1919	do.....	5
Morrill.....	145 3	24 0	9 6	420	288	Iron.....	Steam.....	1889	Detroit, Mich.....	2
Onondaga (5).....	205 6	32 0	13 2	1,192	736	Steel.....	do.....	1898	South Baltimore, Md.....	4
Ossipee (26).....	165 10	32 0	11 9	908	692	do.....	do.....	1915	Portland, Me.....	4
Pamlico (15).....	158 0	30 0	5 8	451	434	do.....	do.....	1907	New Bern, N. C.....	2
Pequot.....	155 0	22 0	9 6	282	282	Wood.....	do.....	1911	New York, N. Y.....	2
Scally.....	200 9	25 6	11 0	500	588	Steel.....	Gear'd turbine.....	1919	San Juan, P. R.....	3
Seminole (6).....	188 0	29 0	12 0	860	588	do.....	Steam.....	1900	Wilmington, N. C.....	4
Seneca (17).....	204 0	34 0	17 3	1,445	1,112	do.....	do.....	1908	New York, N. Y.....	4
Shawnee (40).....	160 0	30 0	14 0	800	597	do.....	do.....	1915	Building.....	5
Snohomish (16).....	152 0	29 0	15 5	879	692	do.....	do.....	1915	Port Angeles, Wash.....	2
Tallapoosa (27).....	165 10	32 0	11 9	912	692	do.....	do.....	1915	Mobile, Ala.....	2
Tampa (36).....	240 0	39 0	16 6	1,600	492	do.....	Turbine electric.....	1902	Building.....	5
Tuscarora (7).....	178 0	30 0	10 11	739	492	do.....	Steam.....	1902	Milwaukee, Wis.....	3
Unalga (23).....	190 0	32 6	14 1	1,181	808	do.....	do.....	1912	San Francisco, Calif.....	2
Yamacraw (21).....	191 8	32 6	13 0	1,082	765	do.....	do.....	1909	Savannah, Ga.....	3
Yeona (34).....	182 0	34 0	3 6	383	765	Steel hull, wood deck house.	do.....	1919	Vietsburg, Miss.....	4

<sup>1</sup> Formerly Naval eagle boat.

<sup>2</sup> Transferred from Navy in 1885.

<sup>3</sup> Twin screws.

<sup>4</sup> Transferred from Navy in 1906.

<sup>5</sup> Formerly Navy section patrol.

<sup>6</sup> Formerly U. S. S. Bancroft.

## ORGANIZATION AND EQUIPMENT—Continued.

## INSHORE PATROL CUTTERS.

Name and building number.	Length over all.	Beam molded.	Draft maximum.	Displacement.	Gross tonnage C. H.	Material hull.	Power.	When built.	Duty or station June 30, 1920.	Guns.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>						
Adams <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	Wood.....	Gasoline <sup>7</sup> .....	1917	Boston, Mass.....	.....
Arcata (11).....	85 0	17 6	10 4	138	144	do.....	Steam.....	1903	Port Townsend, Wash.....	.....
Arrow <sup>6</sup> .....	62 4	10 11	2 6	12	29	do.....	Gasoline <sup>3</sup> .....	.....	Key West, Fla.....	.....
Boyes <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1918	Chicago, Ill.....	.....
Cook <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1918	Sault Ste. Marie, Mich.....	.....
Cygan <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	Key West, Fla.....	.....
Deering <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	Galveston, Tex.....	.....
Hahn <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1918	New York, N. Y.....	.....
Hansen <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	Key West, Fla.....	.....
Johansson <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1918	Morehead City, N. C.....	.....
Kangaroo <sup>6</sup> .....	62 4	10 11	2 9	12	29	do.....	do.....	1917	Key West, Fla.....	.....
Klingelhoefer <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1918	Chicago, Ill.....	.....
Knudsen <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1918	do.....	.....
Larsen <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	Miami, Fla.....	.....
Mahalatos <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	South Baltimore, Md.....	.....
Messenger <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1916	Mobile, Ala.....	.....
Newbury <sup>6</sup> .....	60 0	13 0	2 9	.....	.....	do.....	do.....	1917	do.....	.....
Ovesen <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	South Baltimore, Md.....	.....
Quigley <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	do.....	.....
Richards <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	do.....	.....
Smith <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	do.....	.....
Stellenwerf <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	do.....	.....
Swift <sup>6</sup> .....	66 0	13 6	3 3 <sup>3</sup>	.....	.....	do.....	do.....	1918	Key West, Fla.....	.....
Talley <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	New London, Conn.....	.....
Taylor <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	San Francisco, Calif.....	.....
Tingard <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	Galveston, Tex.....	.....
Vaughan <sup>6</sup> .....	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	Key West, Fla.....	.....
	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	San Diego, Calif.....	.....
	110 0	14 8 <sup>1</sup>	5 11	75	83	do.....	do.....	1917	Key West, Fla.....	.....

## HARBOR CUTTERS.

Name and building number.	Length over all.	Beam molded.	Draft maximum.	Displacement.	Gross tonnage C. H.	Material hull.	Power.	When built.	Duty or station June 30, 1920.	Guns.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>						
Arundel.....	102 0	20 0	5 6	145	117	Iron.....	Steam.....	1873	South Baltimore, Md.....	.....
Balmert.....	94 6	20 0	6 0	170	.....	do.....	do.....	1894	New London, Conn.....	.....
Chathamroche <sup>6</sup> .....	83 0	20 0	8 9	215	.....	Wood.....	do.....	1919	New York, N. Y.....	.....
Chattanooga <sup>6</sup> .....	88 0	20 0	8 9	215	.....	do.....	do.....	1919	do.....	.....
Chenango <sup>6</sup> .....	88 0	20 0	8 9	215	.....	do.....	do.....	1919	Philadelphia, Pa.....	.....
Chillicothe <sup>6</sup> .....	88 0	20 0	8 9	215	.....	do.....	do.....	1919	Boston, Mass.....	.....
Chillicothe <sup>6</sup> .....	88 0	20 0	8 9	215	.....	do.....	do.....	1919	Ogdensburg, N. Y.....	.....
Chincoteague <sup>6</sup> .....	88 0	20 0	8 9	215	.....	do.....	do.....	1919	South Baltimore, Md.....	.....
Chippewa <sup>6</sup> .....	88 0	20 0	8 9	215	.....	do.....	do.....	1919	Sault Ste Marie, Mich.....	.....
Choptank <sup>6</sup> .....	88 0	20 0	8 9	215	.....	do.....	do.....	1919	South Baltimore, Md.....	.....

PLATE V.



COAST GUARD CUTTER "MANNING."



Chowan.	88	0	20	0	8	9	215	do.	do.	1919	Norfolk, Va.
Chulahoma.	88	0	20	0	8	9	215	do.	do.	1919	New York, N. Y.
Davy (19).	92	6	19	0	10	2	182	Steel	do.	1908	New Orleans, La.
Golden Gate.	110	0	20	6	9	10	240	do.	do.	1886	San Francisco, Calif.
Guard (24).	67	7	12	6	6	3	52	do.	do.	1895	Friday Harbor, Wash.
Guthrie.	88	0	17	6	9	0	149	Iron.	do.	1914	Philadelphia, Pa.
Hudson.	96	6	20	0	9	0	179	do.	do.	1883	New York, N. Y.
Mackinac (10).	110	0	20	6	10	6	241	Steam.	do.	1903	Boston, Mass.
Manhattan (30).	120	3	24	0	11	9	406	Steel.	do.	1918	New York, N. Y.
Penrose.	67	0	12	0	5	4	18	do.	do.	1883	Pensacola, Fla.
Tiga (28).	81	10	20	0	8	9	131	Wood.	do.	1916	Baltimore, Md.
Tribe.	63	0	11	8	6	1	45	do.	do.	1885	Savannah, Ga.
Winnismmet (9).	96	6	20	6	9	1	182	Steel.	do.	1903	South Baltimore, Md.
Wissahickon (12).	96	6	20	6	9	5	194	do.	do.	1904	New York, N. Y.
York.	125	0	16	6	7	0	69	Wood.	do.	1898	Norfolk, Va.

## HARBOR LAUNCHES.

Advance (33).	50	0	11	0	3	6		Wood.	Gasoline.	1917	Sault Ste. Marie, Mich.
Carolina.	57	0	13	1	2	0		do.	do.	1906	Elizabeth City, N. C.
Cossack.	64	0	9	4	2	0		do.	do.	1916	Key West, Fla.
Dare.	40	0	10	0	2	9		do.	do.	1913	Manteo, N. C.
Dart.	44	6	9	7	3	6		do.	do.	1909	New London, Conn.
Dash.	63	0	12	0	3	6	32	do.	do.	1912	do.
Delmarva.	45	5	13	2				do.	do.	1900	Chincoteague, Va.
Guide.	70	0	13	0	4	8	41	do.	do.	1907	New York, N. Y.
Javelin.	90	3	14	0	3	9		do.	do.	1907	Detroit, Mich.
Lookout.	41	0	10	0	2	3		do.	do.	1907	Beaufort, N. C.
Patrol (29).	68	9	14	0	3	8	23	do.	do.	1917	Philadelphia, Pa.
Pioneer.	58	11	13	0				do.	do.	1915	Narragansett Pier, R. I.
Relief.	47	0	10	6	3	8		do.	do.	1897	South Baltimore, Md.
Scout.	61	6	13	0	5	6	40	do.	do.	1903	Port Townsend, Wash.
Search (31).	40	0	9	0	3	0		do.	do.	1917	Sault Ste. Marie, Mich.
Sentinel (41).	45	0	11	6	4	0		do.	do.	1918	do.
Tulare.	64	0	15	8	5	1		do.	do.	1917	San Francisco, Calif.
VALIANT.	42	10	9	6	2	8		do.	do.	1905	New Orleans, La.
Venture.	47	0	10	6	3	6		do.	do.	1910	Chincoteague, Va.
Vidette.	75	0	16	0	3	4	38	do.	do.	1913	Key West, Fla.
Vigilant.	45	0	11	7	3	6		do.	do.	1910	Sault Ste. Marie, Mich.
Voyager.	52	0	11	0	3	6		do.	do.	1906	do.

## STATION SHIPS.

Collax.	115	7	28	6	10	4 $\frac{1}{2}$	486	Iron.	( <sup>9</sup> ) Schooner.	1871	South Baltimore, Md.
W. F. Green.								Wood.		1879	New York, N. Y.

\* Twin screws.  
 \* Formerly Navy section patrol.

\* Formerly Navy submarine chaser.  
 \* Triple screws.

\* Formerly Navy 88-foot steam tug.  
 \* Machinery removed.

## DIVISION COMMANDERS.

One of the ranking officers of the service is detailed as division commander in command of each of the following divisions. This officer directs the movements of, and is responsible for, the efficiency of such vessels as may be attached to his division.

1. Northern division, Pacific coast, headquarters at Seattle, Wash.
2. Southern division, Pacific coast, headquarters at San Francisco, Calif.
3. Eastern division, headquarters at Boston, Mass.
4. New York division, headquarters at New York, N. Y.

## STATIONS.

The sea and lake coasts of the United States are divided into 13 districts as follows, each district being in charge of a district superintendent, who is responsible for the efficiency of the stations in his district:

5. *First district.*—Coasts of Maine, New Hampshire, and Massachusetts to the south end of Plum Island. District superintendent stationed at Portsmouth, N. H. (18 stations.)

Designation of station.	Location.	Post-office address.
1	Carrying Point Cove, West Quoddy Head.....	South Lubec, Me.
2	Cross Island, off Machiasport.....	Bucks Harbor, Me.
3	.....	
4	Great Wass Island, off Jonesport.....	West Jonesport, Me.
5	Little Cranberry Island, off Mount Desert.....	Islesford, Me.
6	On southwest end White Head Island.....	Sprucehead, Me.
7	Burnt Island, off mouth St. Georges River.....	Port Clyde, Me.
8	Damiscove Island, Damiscove Harbor.....	Boothbay Harbor, Me.
9	On west side mouth of Kennebec River.....	Popham Beach, Me.
10	Cape Elizabeth.....	Box 50, R. F. D. No. 6, South Portland, Me.
11	Biddeford Pool, Fletchers Neck.....	Biddeford Pool, Me.
12	Wood Island, Portsmouth Harbor.....	Newcastle, N. H.
13	1½ miles south of Odiornes Point.....	Box 48, R. D. No. 2, Portsmouth, N. H.
14	Appledore Island, Isles of Shoals.....	Portsmouth, N. H.
15	North end of Rye Beach.....	Box 133, R. D. No. 2, Portsmouth, N. H.
16	1½ miles north of Great Boars Head.....	Hampton, N. H.
17	.....	
18	.....	
19	¾ mile south of State line.....	Salisbury, Mass.
20	North end of Plum Island, mouth of Merrimac River..	Newburyport, Mass.
21	On Plum Island, 2¼ miles from south end.....	Do.

6. *Second district.*—Coast of Massachusetts from the south end of Plum Island to Woods Hole, except the islands of Nantucket and Marthas Vineyard. District superintendent stationed at Provincetown, Mass. (23 stations.)

Designation of station.	Location.	Post-office address.
22	$\frac{1}{2}$ mile west of Straitsmouth Light.....	Rockport, Mass.
23	Old House Cove, westerly side of Gloucester Harbor.....	Gloucester Mass.
24	On the neck, close to Nahant.....	Nahant, Mass.
25	Floating station, in Dorchester Bay, Boston Harbor.....	South Boston, Boston, Mass.
26	1 mile west of Point Allerton.....	Hull, Mass.
27	$\frac{2}{3}$ miles south of Minots Ledge Light.....	Minot, Mass.
28	South end of Fourth Cliff, Scituate.....	Humarock, Mass.
29	On Green Harbor Point.....	Brant Rock, Mass.
30	$\frac{4}{5}$ miles northeast of Plymouth.....	Plymouth, Mass.
31	$\frac{6}{7}$ miles southeast of Plymouth.....	Manomet, Mass.
32	$\frac{1}{2}$ mile east of Wood End Light.....	Provincetown, Mass.
33	$\frac{1}{8}$ miles northeast of Race Point Light.....	Do.
34	$\frac{2}{3}$ miles northeast of Provincetown.....	Do.
35	$\frac{3}{4}$ miles northwest of Cape Cod Light.....	Do.
36	$\frac{1}{2}$ mile northwest of Cape Cod Light.....	North Truro, Mass.
37	$\frac{3}{4}$ miles south of Cape Cod Light.....	Truro, Mass.
38	$\frac{2}{3}$ miles east of Wellfleet.....	Wellfleet, Mass.
39	$\frac{1}{2}$ miles south of Nauset Lights.....	Eastham, Mass.
40	Abreast of Ponchet Island.....	East Orleans, Mass.
41	$\frac{1}{2}$ mile north of Chatham Inlet.....	North Chatham, Mass.
42	$\frac{1}{2}$ miles south-southwest of Chatham Lights.....	Chatham Mass.
43	$\frac{2}{3}$ miles north of Monomoy Light.....	Do.
44	$\frac{1}{2}$ mile southwest of Monomoy Light.....	Do.

7. *Third district.*—Coasts of Massachusetts (from Woods Hole, west), Rhode Island, and Connecticut (to the Thames River), together with Nantucket, Marthas Vineyard, and Fishers Islands. District superintendent stationed at Wakefield, R. I. (16 stations.)

Designation of station.	Location.	Post-office address.
45	$\frac{2}{3}$ miles south of Nantucket (Great Point) Light.....	Nantucket, Mass.
46	$\frac{2}{3}$ miles south of the town of Nantucket.....	Do.
47	6 miles west of Surfside.....	Do.
48	Near west end of Muskeget Island.....	Do.
49	Near Gay Head Light.....	Gay Head, Mass.
50	Near east end of Cuttyhunk Island.....	Cuttyhunk, Mass.,
51	.....	
52	.....	
53	On Prices Neck.....	Newport, R. I.
54	Northern part of Narragansett Pier.....	Narragansett Pier, R. I.
55	Near Point Judith Light.....	R. D. No. 1, Narragansett Pier, R. I.
56	6 miles west of Point Judith Light.....	R. D. No. 1, Wakefield, R. I.
57	$\frac{7}{8}$ miles east of Watch Hill Light.....	R. F. D., Bradford, R. I.
58	Near Watch Hill Light.....	Watch Hill, R. I.
59	West shore of East Harbor, Fishers Island.....	Box 628, Stonington, Conn.
60	Block Island, north side, near light.....	Block Island, R. I.
61	Block Island, east side, near landing.....	Do.
62	Block Island, west side, near Dickens Point.....	Do.
63	.....	
64	.....	

8. *Fourth district.*—Coast of Long Island, N. Y. District superintendent stationed at Bay Shore, N. Y. (29 stations.)

Designation of station.	Location.	Post-office address.
65	3½ miles southwest of Montauk Light.....	Montauk, N. Y.
66	½ mile south of Ford Pond.....	Do.
67	Abreast of Napeague Harbor.....	Amagansett, N. Y.
68	Abreast of Amagansett.....	Do.
69	1 mile south of East Hampton.....	East Hampton, N. Y.
70	2 miles south of Bridgehampton.....	Bridgehampton, N. Y.
71	½ mile south of Southampton.....	Southampton, N. Y.
72	2 miles east-southeast of Shinnecock Light.....	Good Ground, N. Y.
73	2 miles southwest of Shinnecock Light.....	East Quogue, N. Y.
74	½ mile south of Quogue.....	Quogue, N. Y.
75	1½ miles southwest of Potunk.....	West Hampton Beach, N. Y.
76	2½ miles southwest of Speonk.....	Eastport, N. Y.
77	3½ miles south of Center Moriches.....	Center Moriches, N. Y.
78	Abreast of Smiths Point.....	Moriches, N. Y.
79	4 miles south of Bellport.....	Bellport, N. Y.
80	4½ miles south of Patchogue.....	Patchogue, N. Y.
81	8 miles east of Fire Island Light.....	Sayville, N. Y.
82	4 miles east of Fire Island Light.....	Bay Shore, N. Y.
83	½ mile west of Fire Island Light.....	Do.
84	East end of Oak Island.....	Babylon, N. Y.
86	East end of Jones Beach.....	Amityville, N. Y.
87	West end of Jones Beach.....	Do.
88	½ mile east of Jones Inlet.....	Freeport, N. Y.
89	2 miles west of New Inlet.....	Long Beach, N. Y.
90	Near west end of Long Beach.....	Do.
91	Near the village of Rockaway.....	Arverne, N. Y.
92	West end of Rockaway Beach.....	Fort Tilden, N. Y.
93	.....	.....
94	East side entrance to Huntington Bay, Long Island Sound.	Northport, N. Y.
95	Near Rocky Point, Long Island Sound, about 4 miles northerly from Greenport.	East Marlon, N. Y.
96	.....	.....

9. *Fifth district.*—Coast of New Jersey. District superintendent stationed at Asbury Park, N. J. (33 active stations.)

Designation of station.	Location.	Post-office address.
97	On bay side ½ mile south of point of Sandy Hook.....	Fort Hancock, N. J.
98	2½ miles south of Sandy Hook light.....	Highlands, N. J.
100	About a mile south of Sea Bright.....	North Long Branch, N. J.
101	Greens Pond.....	Westend, N. J.
102	Asbury Park.....	Asbury Park, N. J.
103	Near the mouth of Shark River.....	Avon by the Sea, N. J.
105	1 mile southeast of Squan village.....	Manasquan, N. J.
107	2½ miles south of head of Barnegat Bay.....	Mantoloking, N. J.
108	5 miles south of head of Barnegat Bay.....	Lavallette, N. J. <sup>1</sup>
109	On the beach abreast mouth Toms River.....	Seaside Heights, N. J.
110	1½ miles south of Seaside Park.....	Do.
112	2 miles north of Barnegat Inlet.....	Sea Side Park, N. J.
113	South side of Barnegat Inlet.....	Barnegat City, N. J.
115	5½ miles south of Barnegat Inlet.....	High Point, N. J.
116	Midway of Long Beach.....	Ship Bottom, N. J.
117	1½ miles north of Beachhaven.....	Beach Haven Terrace, N. J.
119	Near the light north of Little Egg Inlet.....	Beachhaven, N. J.
120	South side of Little Egg Inlet.....	Brigantine, N. J.
121	5½ miles north of Absecon light.....	Do.
122	3½ miles north of Absecon light.....	Do.
123	At Absecon light.....	Atlantic City, N. J.
125	6½ miles south of Absecon light.....	Longport, N. J.
126	South side of Great Egg Inlet.....	Ocean City, N. J.
128	Near Corson Inlet, north side.....	Do.
129	3½ miles north of Townsend Inlet.....	Sea Isle City, N. J.
130	Near Townsend Inlet, north side.....	Townsend Inlet, Cape May County, N. J.
131	3½ miles southwest from Ludlam Beach light.....	Avalon, N. J.
132	2½ miles northeast from Hereford Inlet light.....	Stoneharbor, N. J.
133	Near Hereford light.....	Anglesea, N. J.
134	6 miles northeast of Cape May City.....	Wildwood, N. J.
135	4 miles northeast of Cape May City.....	Cape May City, N. J.
136	½ mile east of Cape May City.....	Cape May, N. J.
137	Near Cape May light.....	Do.
138	.....	.....

<sup>1</sup> Chadwick, N. J., in summer.



10. *Sixth district.*—Coast between Delaware and Chesapeake Bays. District superintendent stationed at Lewes, Del. (19 stations.)

Designation of station.	Location.	Post-office address.
139	2 miles west from Cape Henlopen light.....	Lewes, Del.
140	$\frac{1}{2}$ miles south of Cape Henlopen light.....	Do.
141	Opposite north end of Rehoboth Bay.....	Rehoboth Beach, Del.
142	North of Indian River Inlet.....	Do.
143	$7\frac{1}{2}$ miles north of Fenwick light.....	Bethany Beach, Del.
144	$1\frac{1}{2}$ miles north of Fenwick light.....	Selbyville, Del.
145	$\frac{1}{2}$ miles south of Fenwick light.....	Ocean City, Md.
146	Ocean City.....	Do.
147	10 miles south of Ocean City.....	Do.
148	$13\frac{1}{2}$ miles northeast of Assateague light.....	Do.
149	10 miles northeast of Assateague light.....	Chincoteague Island, Va.
150	$1\frac{1}{2}$ miles south of Assateague light.....	Do.
151	$1\frac{1}{2}$ miles south of Chincoteague Inlet.....	Do.
152	On Metomkin Beach, near Metomkin Inlet.....	Accomac, Va.
153	South end of Cedar Island.....	Wachapreague, Va.
154	Midway of Faramore Beach.....	Do.
155	South end of Hog Island.....	Broadwater, Northampton County, Va.
156	South end of Cobb Island.....	Oyster, Va.
157	At Cape Charles light.....	Magotha, Va.
158	.....	
159	.....	
160	.....	

11. *Seventh district.*—Coast from Cape Henry, Va., to New River Inlet, North Carolina. District superintendent stationed at Elizabeth City, N. C. (31 stations.)

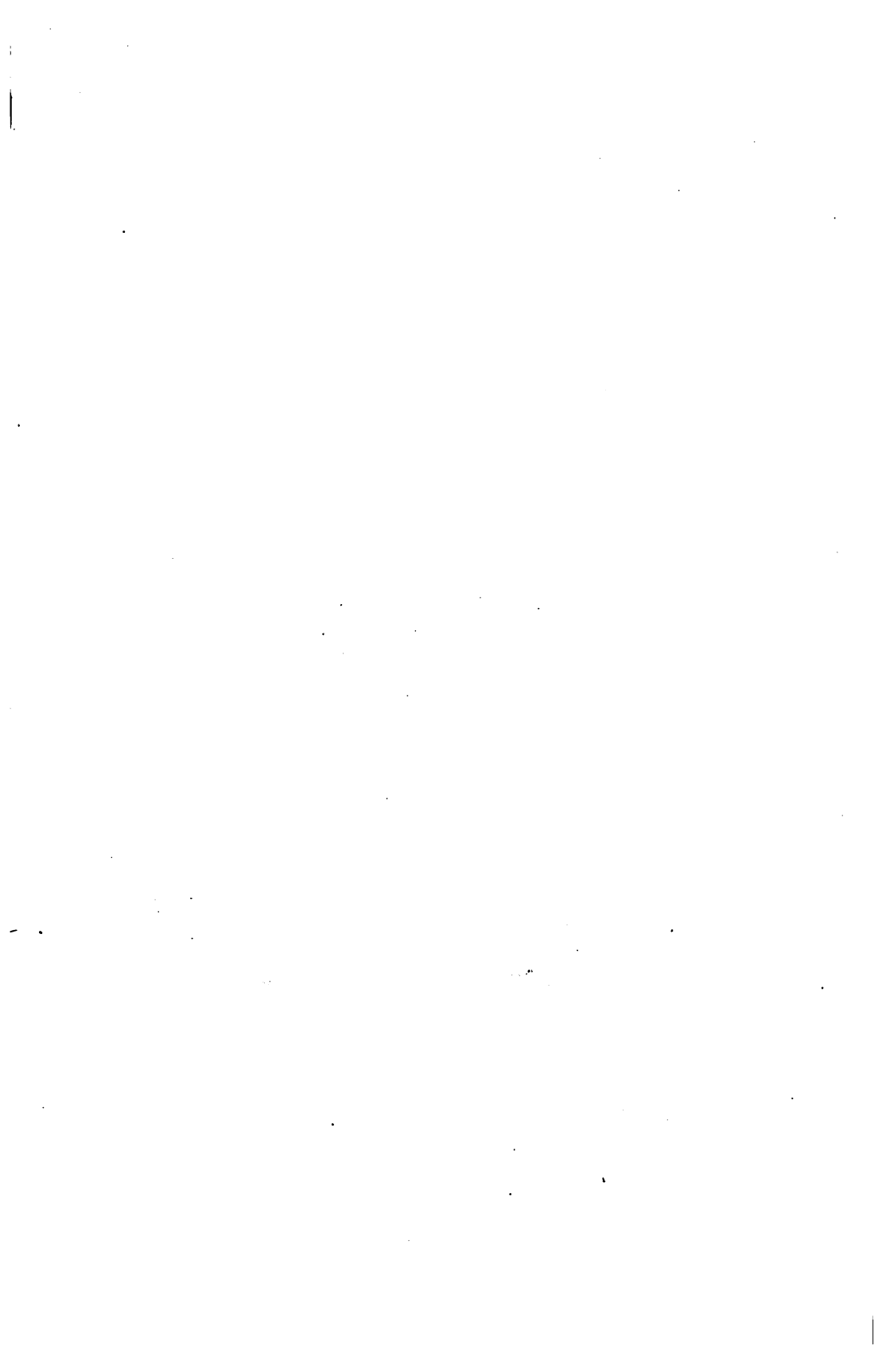
Designation of station.	Location.	Post-office address.
161	$\frac{1}{2}$ mile southeast of Cape Henry Light.....	Cape Henry, Va.
162	$5\frac{1}{2}$ miles south of Cape Henry Light.....	Virginia Beach, Va.
163	10 miles south of Cape Henry Light.....	Do.
164	On beach abreast of North Bay.....	Box 9, R. D. No. 1, Virginia Beach, Va.
165	On beach abreast of Back Bay.....	Virginia Beach, Va.
166	On beach abreast of Knotts Island.....	Seagull, N. C.
167	$5\frac{1}{2}$ miles north of Currituck Beach Light.....	Corolla, N. C.
168	$\frac{1}{2}$ mile north of Currituck Beach Light.....	Foplar Branch, N. C.
169	$6\frac{1}{2}$ miles south of Currituck Beach Light.....	Duck, N. C.
170	$10\frac{1}{2}$ miles south of Currituck Beach Light.....	Do.
171	5 miles north of Kitty Hawk.....	Kitty Hawk, N. C.
172	On the beach abreast of north end of Kitty Hawk Bay.....	Do.
173	$4\frac{1}{2}$ miles south of Kitty Hawk.....	Manteo, N. C.
174	$9$ miles north of Oregon Inlet.....	Do.
175	$\frac{1}{2}$ mile northeast of Bodie Island Light.....	Do.
176	$\frac{1}{2}$ mile south of Oregon Inlet.....	Do.
177	2 miles north of New Inlet.....	Do.
178	.....	
179	5 miles south of New Inlet.....	Rodanthe, N. C.
180	$11\frac{1}{2}$ miles south of New Inlet.....	Salvo, Dare County, N. C.
181	$11\frac{1}{2}$ miles north of Cape Hatteras Light.....	Avon, Dare County, N. C.
182	$5\frac{1}{2}$ miles north of Cape Hatteras Light.....	Do.
183	1 mile south of Cape Hatteras Light.....	Buxton, N. C.
184	4 miles west of Cape Hatteras Light.....	Frisco, N. C.
185	3 miles east of Hatteras Inlet.....	Hatteras, N. C.
186	$1\frac{1}{2}$ miles west of Hatteras Inlet.....	Do.
187	3 miles northeast of Ocracoke Inlet.....	Ocracoke, N. C.
188	Northeast end of Portsmouth Island.....	Portsmouth, N. C.
189	On Core Bank, opposite Hunting Quarters, about halfway between Ocracoke Inlet and Cape Lookout.....	Atlantic, N. C.
190	$1\frac{1}{2}$ miles south of Cape Lookout Light.....	Harkers Island, N. C.
191	Beaufort Entrance, $\frac{1}{2}$ mile north of Fort Macon.....	Beaufort, N. C.
192	Inner shore of Bogue Banks, $\frac{1}{2}$ mile east of Bogue Inlet.....	Swansboro, N. C.

12. *Eleventh district.*—Coasts of North Carolina (from New River Inlet, south), South Carolina, Georgia, and Florida. District superintendent stationed at Jacksonville, Fla. (12 stations.)

Designation of station	Location.	Post-office address.
1201	Off Cape Fear Island, Cape Fear.	Southport, N. C.
1202	West side, mouth of Cape Fear River.	Do.
1203	West side of Sullivan's Island, at north end of harbor.	Monterville, S. C.
1204	.....	.....
1205	.....	.....
1206	.....	.....
1207	.....	.....
1208	.....	.....
1209	.....	.....
1210	.....	.....
1211	.....	.....
1212	.....	.....
1213	.....	.....
1214	.....	.....
1215	.....	.....
1216	.....	.....
1217	.....	.....
1218	.....	.....
1219	.....	.....
1220	.....	.....
1221	.....	.....
1222	.....	.....
1223	.....	.....
1224	.....	.....
1225	.....	.....
1226	.....	.....
1227	.....	.....
1228	.....	.....
1229	.....	.....
1230	.....	.....
1231	.....	.....
1232	.....	.....
1233	.....	.....
1234	.....	.....
1235	.....	.....
1236	.....	.....
1237	.....	.....
1238	.....	.....
1239	.....	.....
1240	.....	.....
1241	.....	.....
1242	.....	.....
1243	.....	.....
1244	.....	.....
1245	.....	.....
1246	.....	.....
1247	.....	.....
1248	.....	.....
1249	.....	.....
1250	.....	.....
1251	.....	.....
1252	.....	.....
1253	.....	.....
1254	.....	.....
1255	.....	.....
1256	.....	.....
1257	.....	.....
1258	.....	.....
1259	.....	.....
1260	.....	.....
1261	.....	.....
1262	.....	.....
1263	.....	.....
1264	.....	.....
1265	.....	.....
1266	.....	.....
1267	.....	.....
1268	.....	.....
1269	.....	.....
1270	.....	.....
1271	.....	.....
1272	.....	.....
1273	.....	.....
1274	.....	.....
1275	.....	.....
1276	.....	.....
1277	.....	.....
1278	.....	.....
1279	.....	.....
1280	.....	.....
1281	.....	.....
1282	.....	.....
1283	.....	.....
1284	.....	.....
1285	.....	.....
1286	.....	.....
1287	.....	.....
1288	.....	.....
1289	.....	.....
1290	.....	.....
1291	.....	.....
1292	.....	.....
1293	.....	.....
1294	.....	.....
1295	.....	.....
1296	.....	.....
1297	.....	.....
1298	.....	.....
1299	.....	.....
1300	.....	.....
1301	.....	.....
1302	.....	.....
1303	.....	.....
1304	.....	.....
1305	.....	.....
1306	.....	.....
1307	.....	.....
1308	.....	.....
1309	.....	.....
1310	.....	.....
1311	.....	.....
1312	.....	.....
1313	.....	.....
1314	.....	.....
1315	.....	.....
1316	.....	.....
1317	.....	.....
1318	.....	.....
1319	.....	.....
1320	.....	.....
1321	.....	.....
1322	.....	.....
1323	.....	.....
1324	.....	.....
1325	.....	.....
1326	.....	.....
1327	.....	.....
1328	.....	.....
1329	.....	.....
1330	.....	.....
1331	.....	.....
1332	.....	.....
1333	.....	.....
1334	.....	.....
1335	.....	.....
1336	.....	.....
1337	.....	.....
1338	.....	.....
1339	.....	.....
1340	.....	.....
1341	.....	.....
1342	.....	.....
1343	.....	.....
1344	.....	.....
1345	.....	.....
1346	.....	.....
1347	.....	.....
1348	.....	.....
1349	.....	.....
1350	.....	.....
1351	.....	.....
1352	.....	.....
1353	.....	.....
1354	.....	.....
1355	.....	.....
1356	.....	.....
1357	.....	.....
1358	.....	.....
1359	.....	.....
1360	.....	.....
1361	.....	.....
1362	.....	.....
1363	.....	.....
1364	.....	.....
1365	.....	.....
1366	.....	.....
1367	.....	.....
1368	.....	.....
1369	.....	.....
1370	.....	.....
1371	.....	.....
1372	.....	.....
1373	.....	.....
1374	.....	.....
1375	.....	.....
1376	.....	.....
1377	.....	.....
1378	.....	.....
1379	.....	.....
1380	.....	.....
1381	.....	.....
1382	.....	.....
1383	.....	.....
1384	.....	.....
1385	.....	.....
1386	.....	.....
1387	.....	.....
1388	.....	.....
1389	.....	.....
1390	.....	.....
1391	.....	.....
1392	.....	.....
1393	.....	.....
1394	.....	.....
1395	.....	.....
1396	.....	.....
1397	.....	.....
1398	.....	.....
1399	.....	.....
1400	.....	.....

13. *Twelfth district.*—Coasts of Alabama, Mississippi, Louisiana, and Texas. District superintendent stationed at Galveston, Tex. (8 stations.)

Designation of station	Location.	Post-office address.
1401	.....	.....
1402	.....	.....
1403	.....	.....
1404	.....	.....
1405	.....	.....
1406	.....	.....
1407	.....	.....
1408	.....	.....
1409	.....	.....
1410	.....	.....
1411	.....	.....
1412	.....	.....
1413	.....	.....
1414	.....	.....
1415	.....	.....
1416	.....	.....
1417	.....	.....
1418	.....	.....
1419	.....	.....
1420	.....	.....
1421	.....	.....
1422	.....	.....
1423	.....	.....
1424	.....	.....
1425	.....	.....
1426	.....	.....
1427	.....	.....
1428	.....	.....
1429	.....	.....
1430	.....	.....
1431	.....	.....
1432	.....	.....
1433	.....	.....
1434	.....	.....
1435	.....	.....
1436	.....	.....
1437	.....	.....
1438	.....	.....
1439	.....	.....
1440	.....	.....
1441	.....	.....
1442	.....	.....
1443	.....	.....
1444	.....	.....
1445	.....	.....
1446	.....	.....
1447	.....	.....
1448	.....	.....
1449	.....	.....
1450	.....	.....
1451	.....	.....
1452	.....	.....
1453	.....	.....
1454	.....	.....
1455	.....	.....
1456	.....	.....
1457	.....	.....
1458	.....	.....
1459	.....	.....
1460	.....	.....
1461	.....	.....
1462	.....	.....
1463	.....	.....
1464	.....	.....
1465	.....	.....
1466	.....	.....
1467	.....	.....
1468	.....	.....
1469	.....	.....
1470	.....	.....
1471	.....	.....
1472	.....	.....
1473	.....	.....
1474	.....	.....
1475	.....	.....
1476	.....	.....
1477	.....	.....
1478	.....	.....
1479	.....	.....
1480	.....	.....
1481	.....	.....
1482	.....	.....
1483	.....	.....
1484	.....	.....
1485	.....	.....
1486	.....	.....
1487	.....	.....
1488	.....	.....
1489	.....	.....
1490	.....	.....
1491	.....	.....
1492	.....	.....
1493	.....	.....
1494	.....	.....
1495	.....	.....
1496	.....	.....
1497	.....	.....
1498	.....	.....
1499	.....	.....
1500	.....	.....



12. *Eighth district.*—Coasts of North Carolina (from New River Inlet, south), South Carolina, Georgia, and Florida. District superintendent stationed at Jacksonville, Fla. (12 stations.)

Designation of station.	Location.	Post-office address.
193	On Smiths Island, Cape Fear .....	Southport, N. C.
194	West side, mouth of Cape Fear River .....	Do.
195	.....	
196	Moultrieville, Sullivans Island, at north end of harbor jetty.	Moultrieville, S. C.
197	.....	
198	.....	
199	.....	
200	.....	
201	.....	
202	20 miles south of Matanzas Inlet .....	Bulow, Fla.
203	On beach outside Mosquito Lagoon .....	Oak Hill, Fla.
204	11 miles north of Cape Canaveral .....	Titusville, Fla.
205	16 miles north of Indian River Inlet .....	Vero, Fla.
206	South side of Indian River Inlet .....	Fort Pierce, Fla.
207	St. Lucie Rocks, 2 miles north of Gilberts Bar Inlet ..	Sewalls Point, Fla.
208	4 miles north of New River Inlet .....	Fort Lauderdale, Fla.
209	6 miles north of Norris Cut .....	Lemon City, Fla.
210	.....	
211	.....	
212	Santa Rosa Island, 2 miles east of Fort Pickens .....	Pensacola, Fla.

13. *Ninth district.*—Coasts of Alabama, Mississippi, Louisiana, and Texas. District superintendent stationed at Galveston, Tex. (8 stations.)

Designation of station.	Location.	Post-office address.
213	.....	
214	Barataria Bay, La .....	Grand Isle, La.
215	.....	
216	West side of Sabine Pass, south of light .....	Sabine, Jefferson County, Tex.
217	On Pelican Spit, west side of channel entrance, Galveston.	Galveston, Tex.
218	West end of Galveston Island .....	Do.
219	2½ miles northeast of mouth of Brazos River .....	Freeport, Tex.
220	Northeast end Matagorda Island .....	Port O'Connor, Tex.
221	Northeast end Mustang Island .....	Port Aransas, Tex.
222	North end Brazos Island, entrance to Brazos Santiago.	Isabel, Tex.
223	.....	
224	.....	
225	.....	
226	.....	





FIRST COAST GUARD STATION.

Sandy Hook, N. J., 1849.



MODERN COAST GUARD STATION.

Coast type. Corson Inlet, N. J.

14. *Tenth district.*—Coasts of Lakes Ontario, Erie, and Huron, to Hammond Bay. District superintendent stationed at Buffalo, N. Y. (20 stations.)

Designation of station.	Location.	Post-office address.
227	.....	
228	.....	
229	.....	
230	.....	
231	North side mouth of Big Sandy Creek .....	Woodville, N. Y.
232	East side entrance of Oswego Harbor .....	Oswego, N. Y.
233	East side entrance of Charlotte Harbor .....	Rochester, N. Y.
234	East side entrance of Niagara River .....	Youngstown, N. Y.
235	South side entrance of Buffalo Harbor .....	Buffalo, N. Y.
236	North side entrance of Erie Harbor .....	Erie, Pa.
237	West side of Ashtabula Harbor .....	Ashtabula, Ohio.
238	West side entrance of Fairport Harbor .....	Fairport Harbor, Ohio.
239	West side entrance of Cleveland Harbor .....	Cleveland, Ohio.
240	East side entrance of Black River .....	Lorain, Ohio.
241	Point Marblehead, near Quarry Docks .....	Marblehead, Ohio.
242	.....	
243	.....	
244	.....	
245	.....	
246	5 miles north of Fort Gratiot light .....	Station 1, Port Huron, Mich.
247	Inside Harbor Beach Harbor .....	Harbor Beach, Mich.
248	Near Pointe aux Barques light .....	R. D., Port Hope, Mich.
249	About 2 miles southeast of Port Austin Reef light .....	Port Austin, Mich.
250	Near Tawas light .....	East Tawas, Mich.
251	Near Sturgeon Point light .....	Harrisville, Mich.
252	West side of Thunder Bay Island .....	Alpena, Mich.
253	North end of Middle Island .....	Do.
254	Hammond Bay .....	Hammond, Mich.

15. *Eleventh district.*—Coast of Lake Huron west of Hammond Bay, and the east coast of Lake Michigan, together with Beaver and Mackinac Islands and Louisville, Ky. District superintendent stationed at Grand Haven, Mich. (21 stations.)

Designation of station.	Location.	Post-office address.
255	About midway east side of Bois Blanc Island, Lake Huron .....	Point aux Pines, Mich.
256	Mackinac Island .....	Mackinac Island, Mich.
257	Near Beaver Island light .....	Saint James, Beaver Harbor, Mich.
258	South side of Charlevoix Harbor .....	Charlevoix, Mich.
259	Near Pickards wharf, North Manitou Island .....	Leland, Mich.
260	Near light, South Manitou Island .....	South Manitou, Mich.
261	Near Glenhaven .....	Glenhaven, Mich.
262	Near Point Betsie light .....	Frankfort, Mich.
263	South side entrance of Frankfort Harbor .....	Do.
264	North side entrance of Manistee Harbor .....	Manistee, Mich.
265	1 mile south of Big Sable light .....	Ludington, Mich.
266	North side entrance of Ludington Harbor .....	Do.
267	North side entrance of Pentwater Harbor .....	Pentwater, Mich.
268	North side entrance of White Lake .....	Montague, Mich.
269	South side entrance of harbor, Port Sherman .....	Muskegon, Mich.
270	North side entrance of Grand Haven Harbor .....	Grand Haven, Mich.
271	In Holland Harbor, south side .....	Macatawa, Mich.
272	North side entrance of South Haven Harbor .....	South Haven, Mich.
273	In Saint Joseph Harbor, north side .....	Saint Joseph, Mich.
274	East side entrance of Michigan City Harbor .....	Michigan City, Ind.
275	.....	
276	Falls of the Ohio River, Louisville, Ky .....	Louisville, Ky.

16. *Twelfth district.*—West coast of Lake Michigan and the coast of Lake Superior. District superintendent stationed at Green Bay, Wis. (22 stations.)

Designation of station.	Location.	Post-office address.
277	North side entrance of Calumet Harbor, Ill.	South Chicago, Ill.
278	About 7 miles S. by E. of Chicago River light, Ill.	Sixty-third Street and Stony Island Avenue, Chicago, Ill.
279	Chicago, Ill.	I. C. Pier No. 1, Chicago, Ill.
280	On the Northwestern University grounds, Evanston, Ill.	Evanston, Ill.
281	Washington Island, Kenosha Harbor, Wis.	Kenosha, Wis.
282	Adjoining light, Racine Harbor, Wis.	Box 683, Racine, Wis.
283	McKinley Park, Milwaukee, Wis.	Milwaukee, Wis.
284	Entrance to harbor, north side, Sheboygan, Wis.	Sheboygan, Wis.
285	North side entrance of harbor, Two Rivers, Wis.	Two Rivers, Wis.
286	North side entrance of harbor, Kewaunee, Wis.	Kewaunee, Wis.
287	Eastern entrance of Sturgeon Bay Canal, north side.	Sturgeon Bay, Wis.
288	On easterly side of Baileys Harbor, Wis.	Baileys Harbor, Wis.
289	Near northeast point of Plum Island, Wis., 2 miles northwest of Pilot Island light.	Detroit Harbor, Wis.
290	10 miles west of Whitefish Point, Lake Superior.	Vermillion, Chippewa County, Mich.
291	18 miles west of Whitefish Point, Lake Superior.	Do.
292	Near mouth of Two Heart River, Lake Superior.	Do.
293	Near mouth of Sucker River, Lake Superior.	Do.
294	West of harbor entrance, Grand Marais, Mich.	Grand Marais, Mich.
295	Near light, Marquette, Mich.	Marquette, Mich.
296	Near light, Eagle Harbor, Mich.	Eagle Harbor, Mich.
297	$\frac{1}{2}$ mile from north end of Old Portage Lake Ship Canal, Mich.	Hancock, Mich.
298		
299		
300		
301		
302		
303		
304	On Minnesota Point, Upper Duluth, Minn.	Duluth, Minn.

17. *Thirteenth district.*—Coasts of California, Oregon, and Washington, and a station at Nome, Alaska. District superintendent stationed at San Francisco, Calif. (21 stations.)

Designation of station.	Location.	Post-office address.
305	Nome, Alaska.	Nome, Alaska.
306	Neah Bay, Wash., 7 miles east of Cape Flattery light.	Neah Bay, Wash.
307	Just south of Grays Harbor light, Wash.	Westport, Chehalis County, Wash.
308	Near lighthouse boat landing, Willapa Bay, Wash.	North Cove, Wash.
309	13 miles north of Cape Disappointment, Wash.	Klipsan Beach, Wash.
310	Fort Canby, Baker Bay, Wash.	Fort Canby, Wash.
311	$\frac{1}{2}$ mile southeast of Fort Stevens, Oreg.	Hammond, Clatsop County, Oreg.
312	North side of entrance of Tillamook Bay, Oreg.	Barview, Oreg.
313	North side of harbor entrance, Newport, Oreg.	Newport, Oreg.
314	Near mouth of Siuslaw River, Oreg.	Florence, Oreg.
315	Near entrance of Umpqua River, north side.	Winchester Bay, Oreg.
316	South side Coos Bay, Oreg.	Empire, Oreg.
317	Bandon, Oreg.	Bandon, Oreg.
318	Near old lighthouse tower, north side entrance, Humboldt Bay, Calif.	Eureka, Calif.
319	3 miles southeast from Point Arena light, Calif.	Point Arena, Mendocino County, Calif.
320	$\frac{3}{4}$ miles north of Point Reyes light, Calif.	Point Reyes, Marin County, Calif.
321	Bolinas, Calif.	Bolinas, Calif.
322	Near Point Bonita light, Calif.	Fort Barry, Calif.
323	$\frac{1}{2}$ mile east of Fork Point light, Calif.	Presidio, San Francisco, Calif.
324	Golden Gate Park, San Francisco, $\frac{1}{4}$ mile south of Point Lobos.	San Francisco, Calif.
325	$\frac{3}{4}$ miles south of Station No. 324.	Fort Funston, San Francisco, Calif.

18. *Coast Guard Academy at Fort Trumbull, New London, Conn.*—The academy is maintained for the education and training of cadets who, upon graduation, are commissioned in the line and the engineer corps of the Coast Guard. The normal prescribed course for line cadets covers three years and for cadet engineers one year. Instruction is given in professional, technical, and



academic subjects. Appointments to cadetships are made after competitive examinations of applicants.

19. *Coast Guard training station at Fort Trumbull, New London, Conn.*—This station is maintained for the training of recruits for the service. When circumstances permit, newly enlisted men are sent to the training station and given an intensive course of training of about six weeks before being sent to cruising cutters.

20. *Coast Guard depot at South Baltimore, Md.*—A plant is maintained at South Baltimore for overhauling and repairing vessels stationed on the Atlantic coast, for constructing boats for the service, and for manufacturing hammocks, bags, and other minor articles of equipment.

21. *Coast Guard stores.*—A general storehouse is maintained at Brooklyn, N. Y., and another at San Francisco, Calif., for the purchase and issue of supplies, etc., to vessels and stations.

#### PERSONNEL.

The authorized commissioned personnel of the Coast Guard is 270, apportioned among the several grades as follows:

1	commandant.	2	constructors with the rank of lieutenant.
6	commanders.	1	district superintendent with the rank of lieutenant commander.
31	lieutenant commanders.	3	district superintendents with rank of lieutenant.
37	lieutenants.	4	district superintendents with rank of lieutenant (junior grade).
94	{ lieutenants (junior grade) and ensigns.	5	district superintendents with rank of ensign.
1	engineer in chief		
6	lieutenant commanders (engineering).		
28	lieutenants (engineering).		
51	{ lieutenants (junior grade) (engineering) and ensigns (engineering).		

On June 30, 1920, there were under instruction at the Coast Guard Academy 23 cadets and no cadet engineers. At that time there were 65 vacancies in the commissioned personnel.

By law the officers of the Coast Guard rank as follows:

Commandant, with-----	Colonel, United States Army. Captain, United States Navy.
(Holds temporary rank of commodore in the Navy and brigadier general in the Army.)	
Commander and engineer in chief, with-----	Lieutenant colonel, United States Army. Commander, United States Navy.
(Two commanders and the engineer in chief hold temporary rank of captain in the Navy and colonel in the Army.)	
Lieutenant commander and lieutenant commander (engineering), with-----	Major, United States Army. Lieutenant commander, United States Navy.
Lieutenant and lieutenant (engineering), with-----	Captain, United States Army. Lieutenant, United States Navy.
Lieutenant (junior grade) and lieutenant (junior grade) (engineering), with-----	First lieutenant, United States Army. Lieutenant (junior grade), United States Navy.
Ensign and ensign (engineering), with-----	Second lieutenant, United States Army. Ensign, United States Navy.

On June 30, 1920, there were 382 warrant officers in the Coast Guard of an authorized complement of 493. Twenty-five additional warrant officers will be required for five new ships which are expected to be completed during the calendar year of 1921. Warrant officers are appointed by the Secretary of the Treasury.

The pay of commissioned and warrant officers is by law the same as that of officers of corresponding grade in the United States Navy. Officers are retired upon reaching the age of 64 years or upon becoming physically incapacitated for active service, and may, with the approval of the Secretary of the Treasury, be retired after 30 years' service.

On June 30, 1920, there were 3,708 petty officers and other enlisted men of a total authorized complement of 5,474. Their pay is by law the same as for corresponding ratings in the Navy. Four hundred and nineteen additional enlisted men will be required for manning the five new ships which are expected to be completed during the calendar year of 1921. Enlistments are made for periods of one, two, or three years. Efficiency in the enlisted ranks is rewarded by promotion to the several rates of petty officer, and the warrant officers are selected from the petty officers as vacancies occur. Subsistence, or an allowance therefor, is provided by the Government; and enlisted men receive an allowance for uniform clothing upon original enlistment. Warrant officers, and petty officers and other enlisted men are retired under the same conditions as commissioned officers.

Offenses against discipline are dealt with by means of Coast Guard courts, convened by or under the direction of the Secretary of the Treasury. These courts are by law organized, and the procedure conducted, substantially in accordance with naval courts; the jurisdiction of the courts and the punishment which may be imposed by them are defined by law.

#### EQUIPMENT—VESSELS.

The general designs of the cutters are such as best fit them for the duties to which they are assigned. Harbor cutters are required to board incoming vessels by going alongside, and hence must be of strong construction and of medium speed; the tugboat type is therefore the most efficient for this class of duty. The seagoing cutters must be seaworthy and capable of going out in all kinds of weather for the purpose of rendering assistance to vessels in distress; they must also be capable of carrying sufficient quantities of fuel, water, and other supplies to enable them to keep the sea for extended periods in searching for derelicts, or in making cruises in the unfrequented waters of Alaska, where there are but few fueling ports. Owing to the military status of the Coast Guard and the ultimate use of all seagoing cutters for purposes of national defense, they must also conform generally to the requirements of the Navy for vessels of their size and type. In fixing the general characteristics of vessels of the gunboat type the General Board of the Navy requires a sustained speed of 12 knots per hour, a displacement of between 1,000 and 1,400 tons, medium draft, and as large a steaming radius as practicable for vessels having those qualifications. These features approximate very closely the requirements of cutters for the ordinary duties of the Coast Guard, and therefore the policy of designing seagoing cutters so as to equal or exceed the requirements of the Navy for vessels of the gunboat class has been adopted.

The standard boat equipment of cruising Coast Guard cutters is one each of the following: 26-foot motor launch, 22-foot motor dinghy, self-bailing surfboat, Monomoy surfboat, 27-foot whaleboat, 26-foot launch, 18-foot dinghy.

## EQUIPMENT—STATIONS.

The equipment of Coast Guard stations consists of the beach apparatus—line-projecting guns, hawsers, breeches buoys, etc.—flag and pyrotechnic signals, heaving sticks and lines, life preservers, life cars, lifeboats, surfboats, and other types of boats.

The outfits are practically the same at all the stations, but the boats are of various types, depending upon their suitability for rescue work on the different coasts. The lifeboats are too heavy to be launched from the beach into the surf, and launching ways are provided and located for them where comparatively smooth water prevails—on rivers, bays, and inlets. The surfboats are launched into the surf without the aid of launching ways.

*Types of boats.*—Boats used in the Coast Guard may be divided into two general classes—those driven by gasoline motors and those without motive power other than sails or oars. They are further subdivided as to their hull construction, they may be open, self-bailing, or self-righting and self-bailing.

*Lifeboats* are self-righting and self-baling, and may or may not have motors. Motor lifeboats built previous to 1908 are 34 feet in length, while those built subsequent to that date are 36 feet in length. The latter boats have 40 to 50 horsepower gasoline engines. The pulling lifeboats are of the Dobbins type and are from 28 to 32 feet in length.

*Surfboats* are either self-bailing or open. The self-bailing surfboats are of the Beebe-McLellan type. The latest 26-foot motor surfboat of this type has a 20-horsepower gasoline engine, while the 25-foot boat is not fitted with power.

The open surfboats are of the Beebe, Monomoy, Excelsior, Race Point, and Jersey types.

*Miscellaneous types of boats* include motor dories, dories, motor skiffs, skiffs, supply boats, etc.

## THE COAST GUARD FLAG.

The distinctive flag flown from the foremast on all Coast Guard cutters causes many inquiries as to its origin, and the following sketch of the history of this flag will therefore be of interest:

Nine years after the establishment of the Revenue-Cutter Service, Congress, in the act of March 2, 1799, provided that—

The cutters and boats employed in the service of the revenue shall be distinguished from other vessels by an ensign and pennant, with such marks thereon as shall be prescribed by the President. If any vessel or boat, not employed in the service of the revenue, shall, within the jurisdiction of the United States, carry or hoist any pennant or ensign prescribed for vessels in such service, the master of the vessel so offending shall be liable to a penalty of \$100.

Under date of August 1, 1799, the Secretary of the Treasury, Oliver Wolcott, issued an order announcing that in pursuance of authority from the President the distinguishing ensign and pennant should consist of "16 perpendicular stripes, alternate red and white, the union of the ensign to be the arms of the United States in dark blue on a white field."

This picturesque flag, with its vertical stripes, now so familiar in American waters, was arranged with historical detail, inasmuch as in

the union of the flag there are 13 stars, 13 leaves to the olive branch, 13 arrows, and 13 bars to the shield, all corresponding to the number of States constituting the Union at the time of the founding of the Republic. The 16 vertical stripes in the body of the flag are symbolical of the number of States composing the Union when this flag was officially adopted.

Originally intended to be flown only on revenue cutters and boats connected with the Customs Service, in the passage of time there grew up a practice of flying this distinctive flag from certain customhouses, and finally, by direction of the Secretary of the Treasury, in 1874, it was flown from all customhouses. From then until 1910 it was displayed indiscriminately on customhouses, customs boats, and revenue cutters.

In order, therefore, that this distinctive ensign, the sign of authority of a cutter, should be used for no other purpose, as originally contemplated, President Taft issued the following Executive order on June 7, 1910:

By virtue of the authority vested in me under the provisions of section 2764 of the Revised Statutes, I hereby prescribe that the distinguishing flag now used by vessels of the Revenue-Cutter Service be marked by the distinctive emblem of that service, in blue and white, placed on a line with the lower edge of the union, and over the center of the seventh vertical red stripe from the mast of said flag, the emblem to cover a horizontal space of three stripes. This change to be made as soon as practicable.

Upon the establishment of the Coast Guard, which absorbed the duties of the Revenue-Cutter Service, the ensign described above became the distinctive flag of Coast Guard cutters, which if flown from any other vessel or boat within the jurisdiction of the United States will subject the offender to the penalty of the law.

#### THE BEACH PATROL AND WATCH.

At Coast Guard stations a fixed beat or patrol is laid out in each direction along the shore, varying, according to the conformation of the coast with respect to inlets, headlands, etc., from one-half to 2, 3, or 4 miles in length.

The station crew is divided into regular watches of two men each, and during the hours from sunset to sunrise patrol these beats, keeping a sharp lookout seaward at all times. The usual schedule is: First watch, sunset to 8 p. m.; second watch, 8 p. m. to midnight; third watch, midnight to 4 a. m.; fourth watch, 4 a. m. to sunrise.

At sunset the first man starts out on patrol in the same direction from all stations in a district, so far as practicable. While the patrolman is out, his watch mate takes the station watch, which is kept in the tower or on the beach abreast the station, as conditions may require. If the station is connected with the service telephone line, the station watch makes it his business to be within hearing distance of the bell at regular intervals. In addition to keeping watch seaward, he is on the lookout for signals from the patrolman. Upon the return of the first patrol, he takes the station watch and the other man patrols in the opposite direction. At the proper time the man on station watch calls out the next two men, who must be dressed and ready for duty before the first two turn in.

This routine is varied to meet local conditions. In harbors and seaports fixed lookouts are usually maintained instead of a beach patrol.

Positive evidence of the integrity of the patrol and watch is required. Where stations are sufficiently close to one another to permit the entire distance between them to be patrolled, a halfway point is established. At this point each patrolman must deposit a brass check bearing the name of the station and his number in the crew. This is taken up on the next visit by the patrolman from the adjacent station, who in turn leaves his check. The first patrolman at night returns all checks of the previous night. Where the patrols do not connect, the patrolman carries a watchman's clock or time detector in which there is a dial that can be marked only by means of a key which registers on the dial the exact time of marking. This key is secured in a safe embedded in a post at the limit of the patrol, and the patrolman must reach that point in order to obtain the key with which to register his arrival.

In some cases telephones are located in halfway houses or at the end of the patrols; in such cases the patrolmen report to their stations by telephone. In other cases the patrolman is provided with a small hand telephone set with which he can communicate with the station.

Each patrolman carries a number of red Coston signals with which to warn a vessel standing too close inshore or to notify a vessel in distress that he has gone to summon assistance.

The same system of patrols is kept up in thick and foggy weather.

It should be stated that the beach patrol is an institution of distinctly American origin. It was devised by the former Life-Saving Service and inaugurated in that service in the early seventies.

## AWARD OF LIFE-SAVING MEDALS.

Sixty-seven awards of life-saving medals of honor were made by the Secretary of the Treasury during the fiscal year 1920 under authority of the acts of Congress approved June 20, 1874, June 18, 1878, May 4, 1882, and June 21, 1897, in recognition of bravery exhibited on 41 occasions in the rescue, or attempted rescue, of persons in danger of drowning. Six of the medalists were civilians, 7 were attached to the United States Army, 28 to the United States Navy, 1 to the United States Marine Corps, 23 to the United States Coast Guard, and 2 to police forces. The rescues were performed in the following localities: Thirty-four in the United States, 1 in the Bay of Biscay, 1 in Germany, 2 in France, 1 in the Dominican Republic, 1 in Cuba, and 1 in the Azores. The number of persons rescued was about 150. In two instances only did the persons attempting the rescues fail in their undertakings. A tabulated statement of the awards follows, with a brief description of the service performed in each instance:

### GOLD MEDALS.

Medalist.	Title, residence, etc.	Date of award.	Service rendered.
J. B. Blee .....	Lieutenant, U. S. Navy	Nov. 15, 1919	Aug. 5, 1919, rescued, near Sitka, Alaska, Seaman Erschel Silvey, U. S. Navy, who had been carried over a waterfall. Lieut. Blee, fully clad, dove into the pool, and, after exhaustive efforts, succeeded in bringing Seaman Silvey to the surface. Both men were assisted ashore.
H. G. Hamlet .....	Captain, U. S. Coast Guard.	Jan. 5, 1920	Apr. 28, 1919, while in command of the U. S. S. Marietta, rescued, in Bay of Biscay, crew of 47 persons from the U. S. S. James, which was sinking at sea. This rescue was made extremely difficult and hazardous owing to high seas, which threatened momentarily to send the two vessels crashing together. In effecting the rescue Capt. Hamlet displayed admirable seamanship.
George H. Knaepple.	Chief machinist's mate, U. S. Navy.	Feb. 25, 1920	Aug. 29, 1918, rescued at Detroit, Mich., Fireman Third Class William Hansen, U. S. Navy, who was thrown overboard while working on a raft beside the ship. Chief Machinist's Mate George H. Knaepple, U. S. Navy, was thrown overboard at the same time, and in spite of injuries sustained, namely, a fracture to four ribs, two bones in his leg, and body of the twelfth dorsal vertebra, Knaepple succeeded in crawling to the edge of the raft and dragging Hansen back upon it.

## GOLD MEDALS—Continued.

Medalist.	Title, residence, etc.	Date of award.	Service rendered.
James Pine.....	Captain, U. S. Coast Guard.	May 11, 1920	Mar. 14, 1920, rescued two men, found clinging to the masts of the schooner Isalah K. Stetson, which sank on Handkerchief Shoal, Mass. The men who performed this service were members of the crew of the Coast Guard cutter Acushnet, and volunteered to undertake the rescue. Owing to high winds and a rough sea, the rescue was made not only very difficult but also extremely dangerous.
Charles Hansen.....	Carpenter, U. S. Coast Guard.	.....do.....	Do.
Henry P. Hanson...	Machinist's mate second class, U. S. Navy.	May 15, 1920	June 24, 1918, rescued crew of a wrecked naval seaplane, at San Diego, Calif. By swimming out through the surf to the wreck, and back to shore, Machinist's Mate Henry P. Hanson saved 8 lives. In his endeavor to save a ninth man, however, Hansen lost his own life. Machinist's Mate Lawrence C. Spangard saved 3 lives, and Arthur F. Norton saved 1, in circumstances equally dangerous.
Lawrence C. Spangard	.....do.....	.....do.....	Do.
Arthur F. Norton...	Acting chief machinist's mate, U. S. Navy.	.....do.....	Do.
John O. Anderson...	Keeper, U. S. Coast Guard.	June 3, 1920	Nov. 14, 1919, rescued crew of 17 persons of steamer H. E. Runnels, which stranded at Grand Marais, Mich. In performing this service some of the rescuers were washed overboard from their boat but no one was lost. The rescue was made most hazardous by a blinding snowstorm, high seas, and ice which covered the decks of the steamer.
Alfred E. Kristofferson.	No. 1 surfman, U. S. Coast Guard.	.....do.....	Do.
William E. Campbell	Surfman, U. S. Coast Guard.	.....do.....	Do.
Samuel Martin.....	.....do.....	.....do.....	Do.
George Olsen.....	.....do.....	.....do.....	Do.
Leon E. Alford.....	.....do.....	.....do.....	Do.
Edward J. Spencer.....	.....do.....	.....do.....	Do.
Joseph G. McShea...	Oiler, U. S. Coast Guard.	.....do.....	Do.
Glen Wells.....	Surfman, U. S. Coast Guard.	.....do.....	Do.
James MacDonald...	Grand Marais, Mich.	.....do.....	Do.
Joseph Graham.....	.....do.....	.....do.....	Do.
Ora Endress.....	.....do.....	.....do.....	Do.
Ambrose Graham.....	.....do.....	.....do.....	Do.

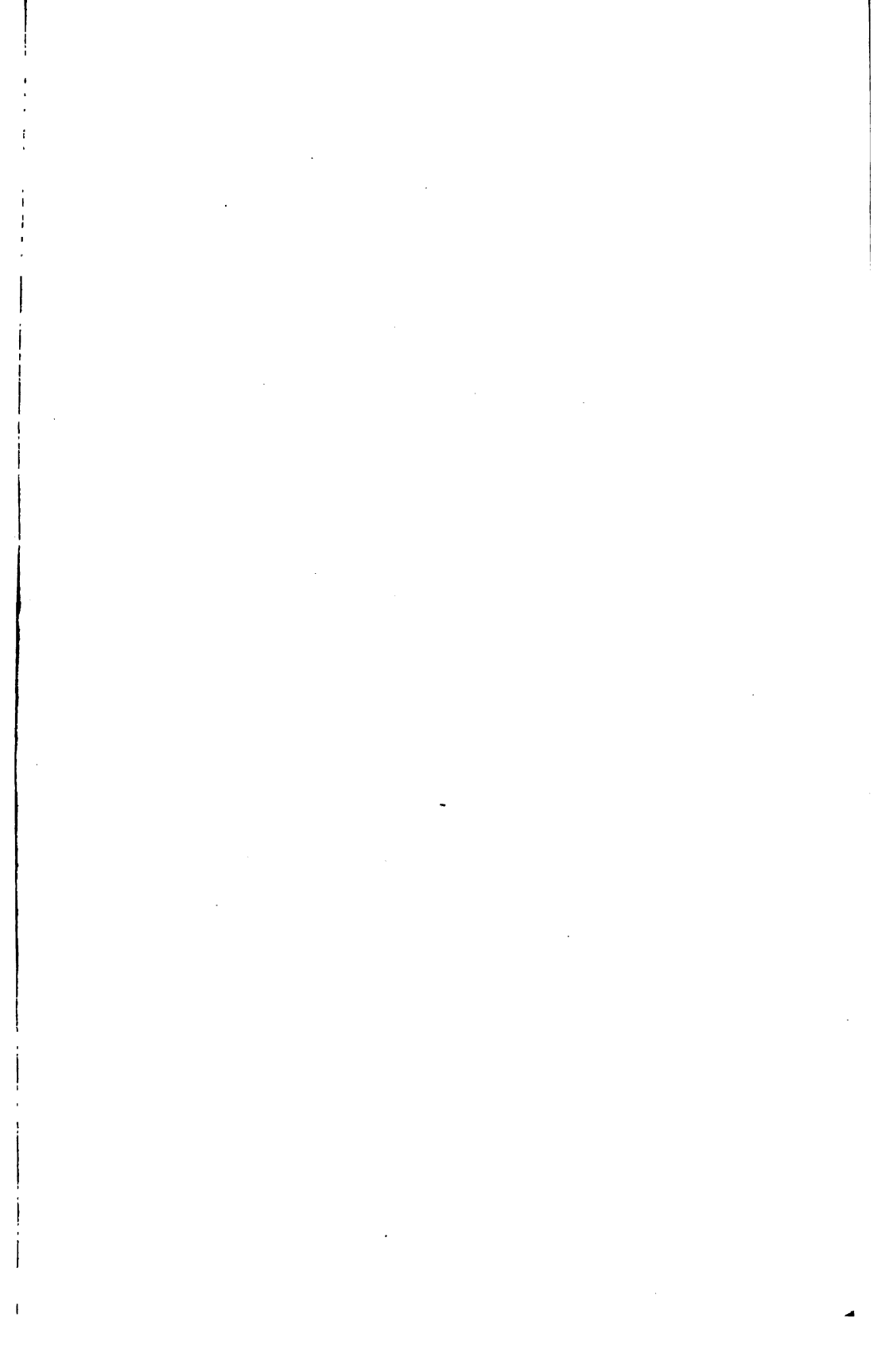
## SILVER MEDALS.

Carl I. Nelson.....	First Lieutenant, U. S. Army.	July 29, 1919	May 22, 1919, rescued in New York Harbor an insane soldier who had jumped overboard from the transport Leviathan.
William Pepper.....	Patrolman, New York police department.	July 19, 1919	Aug. 25, 1918, rescued in New York Harbor 2 boys.
Layton Oeder.....	Private, U. S. Army..	Aug. 15, 1919	Apr. 20, 1919, rescued from the Moselle River, Germany, 2 boys whose boat had overturned.
Eugene J. Hannigan.	Sergeant, U. S. Army..	.....do.....	May 18, 1915, rescued from Long Island Sound Pvt. Joseph Canniff, U. S. Army, who fell into the water while trying to jump from the deck of one vessel to another.
J. H. MacDonald....	Lieutenant, U. S. Navy.	Sept. 3, 1919	Jan. 31, 1919, rescued at Tompkinsville, N. Y., Carpenter's Mate First Class H. C. Gilbert, who had fallen overboard between the U. S. S. Turkey and the dock.
William T. Sherman.	Private, U. S. Marine Corps.	.....do.....	June 27, 1919, rescued at Quantico, Va., Robert M. Harris, who was in bathing.
Arthur O. Stein.....	Coxswain, U. S. Coast Guard.	Sept. 12, 1919	Apr. 1, 1919, rescued at Key West, Fla., a navy-yard mechanic who had fallen off the gangplank while about to board the Coast Guard cutter Tuscarora.

## SILVER MEDALS—Continued.

Medalist.	Title, residence, etc.	Date of award.	Service rendered.
Thomas S. Taylor...	Pharmacist's mate, U. S. Navy.	Nov. 28, 1919	Sept. 2, 1919, rescued at Norfolk, Va., 2 occupants of an automobile that had backed on the stern of a ferryboat.
Robert J. Dalton....	Baker, first class, U. S. Navy.	.....do.....	Aug. 23, 1919, rescued at St. Nazaire, France, a boy who had fallen off a wharf.
L. W. Preston.....	Ensign, U. S. Navy...	Dec. 20, 1919	Sept. 11, 1919, rescued A. J. Freno, apprentice seaman, U. S. Navy, who had fallen into the water while about to board a launch. Do.
H. J. Anderson.....	Gunner's mate, U. S. Navy.	.....do.....	Sept. 14, 1919, rescued at Corpus Christi, Tex., a number of persons during the ravages of a flood.
William C. McCustion	Private, U. S. Army...	.....do.....	Apr. 28, 1918, rescued at Limoges, France, an elderly French woman who had jumped into the river with suicidal intent.
George A. Dunagin...	First lieutenant, U. S. Army.	.....do.....	Sept. 2, 1900, rescued at Baltimore, Md., a little girl who had fallen off a dock. Moran risked his life in effecting this rescue.
Bernard L. Moran....	Master at arms, U. S. Coast Guard, retired.	.....do.....	Nov. 24, 1919, rescued from San Francisco Bay, Calif., Seaman Second Class Geo. W. Welch, U. S. Navy, who had fallen overboard from the U. S. S. Minneapolis Do.
Adam Arellano.....	Seaman, second class, U. S. Navy.	Feb. 9, 1920	July 27, 1919, rescued at Bridgeport, Conn. 4 small boys who were thrown out of a rowboat by the swells from the steamer City of Lowell.
Myron W. Tandy....	Gunner's mate, U. S. Navy.	.....do.....	Dec. 11, 1917, rescued at Ponta Delgada, Azores, Albert R. Ewing, bowman, attached to the U. S. S. Hannibal, who had been swept overboard.
George M. Brown....	Bridgeport, Conn.....	.....do.....	Mar. 22, 1916, rescued from Harlem River Ship Canal a man found clinging to a cake of ice.
Walter L. Moore.....	Chief boatswain's mate, U. S. Navy.	.....do.....	Aug. 31, 1919, rescued at Providence, R. I., a woman who had jumped into the water from a burning gig.
John Enright.....	Police department, New York City.	.....do.....	Sept. 1, 1919, rescued from North River N. Y., an intoxicated man who had fallen overboard from the U. S. S. Edwards.
Stanley H. Smith....	Gunner's mate, U. S. Navy.	.....do.....	Aug. 19, 1919, rescued at Ocean City, Md., 2 bathers who had gone beyond their depth.
Bertram L. Smith...	Coxswain, U. S. Navy..	.....do.....	Feb. 5, 1903, rescued at sea a boy named Galloway who had fallen overboard from the U. S. S. Essex.
G. A. Papperman...	Lockport, N. Y.....	Feb. 13, 1920	Oct. 26, 1916, rescued at Jamestown, R. I., an 11-year-old boy who had fallen off a dock.
James F. Hopkins...	Lieutenant, U. S. Navy	Apr. 23, 1920	Oct. 6, 1919, rescued at Hell Gate, N. Y., Ensign J. H. Joyce, U. S. Navy, who was thrown from the bridge of submarine U. S. S. O-7 by collision with the U. S. S. Lexington. Do.
Hugo A. Stahl.....	Boatswain's mate, U. S. Navy.	Apr. 30, 1920	Dec. 9, 1919, attempted to rescue at San Domingo, Dominican Republic, Pvt. E. Benson, U. S. Marine Corps, attached to the U. S. S. Prometheus. Benson had fallen overboard between a lighter and his vessel. Lieut. Carpenter was successful only in recovering the body, but he displayed great bravery in going into the water between the two vessels.
Frank L. Devlin.....	Fireman, U. S. Navy..	.....do.....	Feb. 10, 1920, rescued at New Orleans, La., J. A. Keller, who had fallen overboard while about to board the tug Barnett.
William Roach.....	Machinist's mate, U. S. Navy.	.....do.....	May 20, 1912, rescued in Hampton Roads, Va., W. J. Walsh, fireman second class, U. S. Navy, who had fallen overboard from the U. S. S. Tonopah.
Lester Carpenter.....	Lieutenant, U. S. Navy	.....do.....	Sept. 14, 1919, rescued at Charleston, S. C., Acting Coxswain Charles Connors, U. S. Coast Guard, who had fallen overboard from the Coast Guard launch Kathrich.
Michael Sulzona.....	Seaman, U. S. Navy..	May 4, 1920	
Chester W. Nimitz...	Commander U. S. Navy.	.....do.....	
Robert L. Rutter....	Commissary steward, U. S. Navy.	.....do.....	







BOAT DRILL AT COAST GUARD ACADEMY.



SURFBOAT LANDING SURVIVORS FROM A SHIPWRECK.

## SILVER MEDALS—Continued.

Medalist.	Title, residence, etc.	Date of award.	Service rendered.
D. C. Patterson.....	Lieutenant commander, U. S. Navy.	May 11, 1920	Jan. 16, 1920, rescued off Huntington Beach, Calif., a man who had fallen into the water while cleaning side of the U. S. S. Idaho.
Philip W. Heron....	Sergeant major, U. S. Army.	.....do.....	Dec. 20, 1920, rescued near Rowell Barracks, Cuba, Mrs. James F. Brady and Mrs. James S. Bevans, when the Army tug Ord, on which they were passengers, turned turtle and sank.
Charles Schenck....	Electrician third class, U. S. Navy.	May 15, 1920	Aug. 3, 1919, rescued at Norfolk, Va., a colored boy who had fallen into the water while trying to jump from the wharf to the deck of a moving barge.
Edward D. Connery..	Quartermaster, U. S. Coast Guard.	May 11, 1920	Mar. 14, 1920, rescued 2 men found clinging to the masts of the schooner Isaiah K. Stetson, which sank on Handkerchief Shoal, Mass. The men who performed this service were members of the crew of the Coast Guard cutter Acushnet, and volunteered to undertake the rescue. Owing to high winds and a rough sea, the rescue was made not only very difficult but extremely dangerous.
William R. Garvin..	Electrician third class, U. S. Coast Guard.	.....do.....	Do.
John E. Gomes.....	Seaman, U. S. Coast Guard.	.....do.....	Do.
James F. Chapman..	Boy first class, U. S. Coast Guard.	.....do.....	Do.
Arthur J. Flores....	.....do.....	.....do.....	Do.
William Moratta....	.....do.....	.....do.....	Do.
William A. Abell....	Commissary steward, U. S. Navy.	Sept. 20, 1919	May 28, 1919, attempted to rescue in New York Harbor a child who had been dragged into the water by becoming entangled in the mooring lines of a launch. In his endeavor to save the child Abell dove a number of times under the dock, which place was extremely dangerous. owing to flood tide.
L. A. Torras.....	Musician, U. S. Army.	Nov. 1, 1919	July 13, 1919, rescued near Sullivan's Island, S. C., A. A. Whaley and his wife, who had gone beyond their depth while in bathing.
Albert R. Genet.....	Lieutenant, U. S. Navy.	Nov. 15, 1919	Jan. 26, 1919, rescued at Cambridge, Mass., Electrician Third Class M. P. Viol, U. S. Navy, who had broken through the ice while skating. Both Lieut. Genet and Ship's Cook Shea risked their lives in effecting this rescue.
James D. Shea.....	Ship's cook, U. S. Navy.	.....do.....	Do.
William McCauley...	Oiler first class, U. S. Coast Guard.	.....do.....	Aug. 14, 1919, rescued from East River, New York, a man who had jumped overboard from a ferryboat with suicidal intent.
Claude Hawthorn...	Oiler second class, U. S. Coast Guard.	.....do.....	Do.
S. E. Augustynski...	Coal heaver, U. S. Coast Guard.	.....do.....	Do.

## CASUALTIES INVOLVING LOSS OF LIFE.

During the fiscal year there occurred within the scope of the service 42 casualties involving loss of life. As required by law, these were investigated and the testimony of witnesses taken under oath with the view of determining whether any officer or employee of the service was guilty of neglect of duty. A summary of the casualties in question follows. The record shows 119 fatalities for the year. Of the 26 vessels involved, 17 were documented, and 9 were undocumented. The former included 6 steamers, 3 barges, and 1 schooner; the latter, 7 motor boats, 1 canoe, 2 skiffs, 1 fish boat, 1 catboat, 1 rowboat, 1 sloop, 1 dory, and 1 sailboat. Two casualties occurred in the cases of a seaplane and an aeroplane.

Date.	Cutter or station.	Vessel or person involved.	Lives lost.	In scope.	Full duty performed.
1919.					
July 15	237	British barge Dundern.....	2	Yes...	Yes.
18	128	Fish boat Helen C.....	2	Yes...	Yes.
Aug. 2	234	Bather.....	1	(1)	(1)
7	304	Steamer Sinclair.....	1	(1)	(1)
11	237	Bather.....	1	Yes...	Yes.
13	141	Motor boat Nan.....	1	Yes...	Yes.
14	119	Mortor boat Lolita.....	1	Yes...	Yes.
15	129	Skiff Anna Rose.....	1	Yes...	Yes.
15	123	Bather.....	1	(1)	(1)
16	269	do.....	1	Yes...	Yes.
19	92	do.....	1	Yes...	Yes.
20	276	do.....	1	Yes...	Yes.
22	105	Canoe.....	1	(1)	(1)
23	162	Bather.....	1	Yes...	Yes.
24	273	do.....	1	Yes...	Yes.
24	274	do.....	1	Yes...	Yes.
Sept. 1	217	do.....	1	(1)	(1)
2	146	do.....	1	Yes...	Yes.
4	276	Bathers.....	2	Yes...	Yes.
11	268	Motor boat Coyote.....	1	Yes...	Yes.
11	281	Bather.....	1	(1)	(1)
Oct. 21	23	Catboat Nina.....	23	(1)	(1)
28	269	Steamer Muskegon.....	1	(1)	(1)
Nov. 8	125	Rowboat.....	1	(1)	(1)
10	191	Motor boat W. B. Blades.....	1	(1)	(1)
21	216	Steamer John Sealy.....	1	Yes...	Yes.
29	274	Motor boat.....	2	Yes...	Yes.
Dec. 13	317	Steamer J. A. Chanslor.....	38	Yes...	Yes.
1920.					
Jan. 22	308	Motor boat Imperial.....	1	(1)	(1)
Feb. 6	(2)	Steamer Polias.....	11	(1)	(1)
Mar. 14	(2)	Schooner Isaiah K. Stetson.....	4	Yes...	Yes.
15	62	Barge No. 10.....	1	(1)	(1)
27	110	Steamer Lizzie D.....	1	(1)	(1)
27	170	Barge Marcus Hook.....	1	Yes...	Yes.
Apr. 19	92	Seaplane No. 1817.....	1	(1)	(1)
May 3	12	Sailboat No. 8168.....	1	(1)	(1)
7	310	Motor boat.....	1	(1)	(1)
8	55	Sloop Charmain.....	1	(1)	(1)
June 9	123	Airplane.....	1	(1)	(1)
19	112	Dory.....	1	(1)	(1)
20	192	Bather.....	1	(1)	(1)
29	53	Skiff.....	2	(1)	(1)

<sup>1</sup> Not yet reported.

<sup>2</sup> Acushnet and stations 6 and 7.

<sup>3</sup> Acushnet.

## BLUE ANCHOR SOCIETY, AID FOR THE SHIPWRECKED, WOMEN'S NATIONAL ASSOCIATION.

The humane endeavor of the Blue Anchor Society was carried along without abatement throughout the year. The beneficent labors of this organization have been performed in a wide field and have merited and received fitting and grateful appreciation. The warmest thanks of the Coast Guard are due the society for its ministrations to the needs of the distressed and oftentimes destitute mariners and others whom it has fallen to the service corps to succor.

The use made of the supplies of the society during the fiscal year ended June 30, 1920, is shown in the accompanying table. Clothing was furnished the beneficiaries in all of the instances enumerated:

Date.	Station No.	Beneficiaries.
1919.		
July 7	240	Two men rescued after their canoe had capsized.
9	311	Two men from a launch, disabled at sea.
11	32	Two men who had been adrift in a disabled launch a day and night.
21	151	Six fishermen whose boat had drifted into the breakers and sunk.
Aug. 23	99	Member of crew of launch Happy Days, swept ashore and lost.
30	305	Seventeen Eskimo children and their teacher, at Sinuk, Alaska, rendered destitute by burning of their mission.
Sept. 3	125	Man who swam ashore after his boat had overturned.
16	222	Eight men from derelict schooner Cape Horn.
21	305	Six members of crew of schooner Casco, wrecked and lost on King Island, Bering Sea.
Oct. 15	89	A fisherman who had lost his boat.
Nov. 9	274	A boy who had fallen among the riprap of a breakwater.
19	130	Three men from a wrecked hydroplane.
Dec. 3	58	Four persons from barges Peter Howard and Rita Howard, disabled in gale.
15	219	Party of 5 hunters, found suffering severely from exposure.
23	24	A would-be suicide, rescued and resuscitated.
1920.		
Jan. 12	219	Four members of crew of stranded steamer John M. Emery.
25	88	Two hunters, caught in storm.
27	170	Crew of 9 of wrecked schooner Momie T.
28	167	Crew of 20 of wrecked Italian bark Giuseppe D'Ali.
Feb. 5	129	Three members of crew of wrecked barge Geo. R. Skolfield.
Mar. 20	60	Five men rescued from schooner Jere G. Shaw.
Apr. 28	89	Crew of 19 of stranded schooner Norma.
May 16	316	Two men from launch Annie, capsized in breakers.
16	206	Crew of 4 of stranded schooner Thomas B. Cator.
28	207	Crew of 4 of stranded schooner Emma M. Robinson.
June 3	204	Boy who had fallen off a wharf.
	310	Master of stranded launch Arcadia.

## ASSISTANCE RENDERED BY CUTTERS AND STATIONS INVOLVING THE SAVING OF LIFE AND PROPERTY.

[Abbreviations: m. b., motor boat; sld., sloop; slbt., sailboat; cat., catboat; ywl., yawl; yt., yacht; str., steamer; sch., schooner; bk., bark; bkn., barkentine; bgn., brigantine; bge., barge; lgt., lighter; flat., flatboat.]

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
July 1.	21.	2 miles NNE.	—, dory.			\$75		3	2		Capsized; rescued 1 boy from bottom of boat; picked up the other swimming ashore; recovered boat.
Do.	256.	2 miles WSW	—, m. b.			2,000		1			Engine disabled; towed into harbor.
Do.	304.	1 mile NW	Kale V., m. b.	5		500		12			Engine disabled; towed in to a dock.
July 2.	9.	1 mile NNE.	Me-Take-A, m. b.			100		3			Line in propeller; towed to station launchway and wheel cleared.
Do.	297.	100 yards S.							1		Surfman Wm. E. Hoffenbocher swam out 200 feet from shore and rescued drowning boy bather; restorative treatment given; Hoffenbocher commended.
Do.	305.	1 mile S.	Nocatack, m. b.	15		8,000		2			Anchored in surf and unable to get away; raised anchor and took vessel to safe water.
Do.	305.	1 mile W.	Aretic, m. b.	47		9,000		4			Struck on beach while being launched; laid anchors, and hove boat aloft with much difficulty.
Do.	310.	10 miles WSW	Edith, m. b.	8		5,250		1	1		Stripped reverse gear; adrift in ocean; towed to Ilwaco, Wash.
July 3.	6.	1 mile NW	—, ywl.			200		1			Batteries exhausted while away from parent vessel; drifting to sea; picked up and towed back to ship.
Do.	217.	3 miles NW	Tarpon, m. b.			500		4			Engine disabled; adrift in channel; towed to Fort Bolivar.
Do.	287.	1 mile NNE.	W. 460 m. b.			150		2			Engine disabled; towed to safe water.
Do.	311.	3 miles NW	Victor, m. b.			3,100		1			Stranded on jetty sands; pulled aloft.
July 4.	26.	1 1/2 miles NE.	C. 1194, m. b.			50		2			Engine disabled at sea; picked up and taken into Boston Harbor.
Do.	57.	100 yards ENE.							3		Rescued 3 men carried beyond their depth by tide while wading.

Do.....	131 and 133.	3½ miles S.....	L. 135, m. b.....	.....	.....	200	.....	3	.....	Engine disabled; stranded; floated and towed to Angelica, N. J.
Do.....	190.....	3 miles SW.....	—, m. b.....	.....	Fish.....	300	\$25	2	.....	Engine disabled at sea; taken to anchorage in safe water.
Do.....	257.....	½ mile NW.....	Skipper, m. b.....	.....	.....	400	.....	10	.....	Engine disabled; towed to a dock and engine set going.
Do.....	267.....	500 feet W.....	.....	.....	.....	.....	.....	1	.....	Rescued exhausted swimmer; restorative treatment given.
Do.....	274.....	1 mile N.....	Larry F., m. b.....	.....	.....	6,500	.....	8	.....	Lost wheel; towed to station.
Do.....	274.....	½ mile N.....	Marrillee, m. b.....	.....	.....	500	.....	2	.....	Boat sunk to put fire out, and then hauled out on beach.
Do.....	280.....	2 miles NE.....	Florida, m. b.....	.....	.....	2,000	.....	7	7	Engine disabled; drifting offshore in fresh breeze; towed to station.
Do.....	284.....	200 yards E.....	Mildred, slip.....	.....	.....	700	.....	4	.....	Dragged anchor; taken to safe mooring.
Do.....	284.....	½ mile SE.....	Irene, slip.....	.....	.....	700	.....	4	4	Mast carried away; picked up and towed to station.
Do.....	284.....	¾ mile SE.....	—, ywl.....	.....	.....	65	.....	.....	.....	Adrift in lake; picked up.
Do.....	304.....	3 miles S.....	Asquain, m. b.....	.....	.....	300	.....	1	.....	Engine disabled; towed to landing in harbor.
July 5.....	12.....	5 miles SW.....	Shadow, m. b.....	.....	.....	3,000	.....	1	.....	Circulating pump out of order; towed to Kittery, Mo.
Do.....	23.....	2 miles N.....	Vera, m. b.....	.....	.....	700	.....	2	.....	Stranded; floated and towed to Gloucester.
Do.....	59.....	2½ miles NNE.....	Althlone, m. b.....	.....	.....	300	.....	2	.....	Engine disabled; leaving boat helpless; towed to Stonington.
Do.....	92.....	1½ miles E.....	Anna, m. b.....	.....	.....	700	.....	4	.....	Drifted into breakers and stranded; floated and towed into Jamaica Bay.
Do.....	92.....	1½ miles W.....	—, m. b.....	.....	.....	300	.....	4	.....	Engine disabled; stranded; hauled clear of surf and later launched and towed to landing.
Do.....	113.....	1½ miles N.....	Andaranda, m. b.....	.....	.....	1,000	.....	3	.....	Went on sandbar; floated on rise of tide.
Do.....	136.....	½ mile S.....	Almaja, m. b.....	.....	.....	700	.....	7	.....	Engine disabled; towed 7 miles to North Wildwood.
Do.....	231.....	6 miles S.....	—, skiff.....	.....	.....	100	.....	2	2	Capsized in squall; took occupants off bottom of skiff; also saved skiff.
Do.....	232.....	10 miles W.....	Duck, yt.....	.....	.....	500	.....	4	4	Unmanageable in heavy storm; picked up 1½ miles from station and towed into Fairhaven; carried sick passenger to Oswego.
Do.....	233.....	¾ mile NNW.....	—, skiff.....	.....	.....	25	.....	3	3	In danger of swamping in squall; towed to safe water.
Do.....	233.....	3 miles SE.....	Q 749, m. b.....	.....	.....	500	.....	.....	.....	Broke mooring and stranded; floated and towed to harbor.
Do.....	233.....	.....do.....	.....	.....	.....	.....	.....	.....	1	White station crew were at work on launch Q 749; a woman bather nearby became imperiled; a surtman swam to her and took her ashore.
Do.....	233.....	.....	.....	.....	.....	.....	.....	.....	.....	Disabled in squall; towed to harbor.
Do.....	233.....	17 miles NW.....	Pedro, slip.....	.....	.....	100	.....	3	.....	Engine disabled; boat found after search in darkness and returned to pier.
Do.....	239.....	8 miles NE.....	N-724, m. b.....	.....	.....	2,000	.....	3	.....	.....

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
July 5.....	241.....	2½ miles W.....	Mavis, m. b.....			\$75.....		5.....			Engine disabled; drifting shoreward; towed to Lakeside.
Do.....	264.....	200 yards NNW.....							2.....		Rescued two bathers who had been carried out by undertow; took both from pile.
Do.....	323.....	1 mile N by W.....	Jessie May, m. b.....	5.....		2,000.....		5.....			Engine disabled off Fort Baker; towed to Sausalito.
July 6.....	19.....	1½ miles S.....							1.....		Gave restorative treatment to young woman bather in serious condition after being rescued by outsider.
Do.....	50.....	¼ mile W.....	Sylvia, ywl.....	21.....		5,000.....		6.....			Stranded; floated and towed to safe anchorage in Cuttyhunk Harbor.
Do.....	134.....	1½ miles NE.....	Seaplane.....								Compelled by engine trouble to alight on ocean; towed ashore and beached, and later assisted in launching.
Do.....	136.....	300 feet S.....	—, skiff.....			300.....		1.....			Engine disabled; hauled boat out on beach, and when master had made repairs launched it and assisted him into Gold Spring Inlet.
Do.....	264.....	800 feet WNW.....							1.....		Went overboard and rescued man who had dived off pier and been unable to sustain himself in the water.
Do.....	272.....	¼ mile SW.....				100.....			1.....		Raft went adrift from moorings with young man on it; unable to swim; took man off and recovered raft.
Do.....	304.....	2 miles S.....	—, m. b.....			200.....		1.....			Line in propeller; towed to station.
Do.....	304.....	1 mile W.....	—, canoe.....			50.....		2.....	2.....		About to fill in rough sea; took occupants off and recovered canoe.
July 7.....	137.....	do.....	Delphine m. b.....			450.....		2.....			Engine disabled; towed to Cape May.
Do.....	240.....	1½ miles NW.....	—, canoe.....			125.....		2.....	2.....		Capsized in surf; took men from water and recovered canoe; succor given.
Do.....	269.....	2 miles WNW.....	—, skiff.....			20.....					Adrift; picked up and restored to owner.
Do.....	286.....	4½ miles S.....	Juanita, m. b.....			200.....					Engine disabled; run ashore and abandoned; floated and towed to Two Rivers and restored to owner.



Do.....	310.....	8 miles WSW.....	Nome, m. b.....	.....	.....	3,750.....	2.....	.....	Lost propeller; adrift in ocean; picked up and taken to Ilwaco.
July 8.....	20.....	1 mile W. by S., station 21.	Chatolah, m. b.....	.....	.....	800.....	9.....	.....	Engine disabled; drifting on shoal; towed to Newbury and engine set running.
Do.....	20.....	$\frac{1}{2}$ mile NE.....	Morning Star, m. b.....	.....	.....	300.....	2.....	2.....	Engine disabled; drifting into breakers; picked up and anchored and occupants taken off; boat towed to safe place later.
Do.....	24.....	2 miles SE.....	D 552, m. b.....	.....	.....	250.....	3.....	3.....	Engine disabled in strong surf; towed to yacht club at Lynn, Mass.
Do.....	43.....	2 miles SSW.....	—, m. b.....	.....	.....	700.....	1.....	.....	Lost rudder in choppy sea; towed to Chatham.
Do.....	255.....	3 miles S.....	U. S. L. H. S. No. 36.....	.....	.....	1,000.....	2.....	.....	Engine disabled in lake; taken in tow while repairs were being made.
July 9.....	Active.....	St. Marys River.....	.....	.....	.....	.....	.....	2.....	During racing forest fire ran service launch. Active through terrifying heat and smoke and rescued man and woman from burning dock.
Do.....	84.....	1 mile SW.....	Marion, m. b.....	.....	Fish.....	700.....	3.....	.....	Engine disabled; compelled to anchor close to break on bar; went out and piloted boat in to safe water.
Do.....	107.....	$\frac{1}{4}$ miles N.....	Flirt, gunning float.....	.....	.....	150.....	6.....	.....	Capsize; occupants rescued by outsiders; boat recovered.
Do.....	196.....	2 miles W.....	Comet, m. b.....	.....	.....	400.....	9.....	9.....	Engine disabled; stranded in breakers; in danger of swamping; took occupants off and later saved boat.
Do.....	259.....	$\frac{1}{2}$ mile NE.....	Manitou, m. b.....	6.....	.....	900.....	.....	.....	Broke anchor line and drifted into lake; overhauled and taken to safe place.
Do.....	268.....	$\frac{1}{4}$ miles SE.....	St. Clair, slip.....	.....	.....	1,000.....	4.....	.....	Broke from mooring and stranded in squall; floated and towed to safe anchorage.
Do.....	270.....	$\frac{1}{4}$ miles N.....	—, m. b.....	.....	.....	100.....	7.....	.....	Stranded in heavy sea and wind; hauled out on beach.
Do.....	280.....	7 miles NE.....	Hazel B., m. b.....	5.....	.....	3,000.....	2.....	.....	Engine disabled in lake at night; picked up and towed into Chicago River.
Do.....	280.....	6 miles ENE.....	Neoga, m. b.....	.....	.....	3,000.....	11.....	11.....	Masts carried away in squall; recovered wreckage from alongside; towed vessel to Chicago Harbor with great difficulty.
Do.....	285.....	$\frac{1}{2}$ mile E. by N.....	—, slip.....	.....	.....	25.....	2.....	2.....	Unmanageable in squall; went on breakwater; towed into harbor.
Do.....	285.....	$\frac{1}{2}$ mile S.....	Evelyn, m. b.....	.....	.....	400.....	2.....	2.....	Stranded in squall; situation of boat extremely dangerous; pulled clear and taken to harbor.
Do.....	285.....	1 mile E.....	—, rowboat.....	.....	.....	30.....	.....	.....	Broke adrift in squall; picked up and restored to owner.
Do.....	304.....	5 miles S.....	—, slip.....	.....	.....	400.....	2.....	2.....	Capsize in strong wind; picked up occupants and recovered boat.

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
July 9.....	310 and 311.....	7 miles NNW., station 310.	Widgeon, m. b.....	14		\$2,000		2	2	2	Engine disabled: compelled to anchor at sea; occupants rescued by cutters; but cared for overnight; boat brought in by crew of station No. 310.
July 9-10..	135.....	1 mile SW.....	No. 3, s/bt.....			2,500		11			Engine disabled; stranded; pulled adrift and towed to Sewells Point, N. J.
July 10....	30.....	5 miles SE.....	Olive, m. b.....			500		2			Engine disabled; towed to Plymouth.
Do.....	31.....	2 miles NNE.....	C 1434, m. b.....			200		1	1		Engine disabled; drifting to sea, picked up and brought ashore.
Do.....	92.....	2 miles NW.....	Anna Y, m. b.....			400					Boat adrift in squall and stranded; floated and taken to station and held for claimant.
Do.....	123.....	1½ miles —.....	Mary-Linda, m. b.....		Fish.....	350	\$10	1			Batteries dead; anchored outside bar; towed to harbor.
Do.....	136.....	2½ miles E.....	Alice H., m. b.....			250		2			Engine disabled; stranded in dangerous place; hauled up on beach.
Do.....	236.....	4 miles NE.....	Two lighters.....			175,000					Two of a string of 4 lighters in tow broke adrift in rough sea, assisted in picking them up and in getting all lighters into Erie Basin for shelter.
Do.....	240.....	¾ mile NNW.....	890-N, m. b.....			1,000		1			Engine disabled; going against sea wall; picked up and taken into Black River.
Do.....	240.....	1 mile WNW.....	No. 965, m. b.....			2,000		4			Engine disabled; stranded; towed into Black River.
Do.....	253.....	15 miles NNW.....	La Savie, m. b.....	5		3,000		3			Went aground in gale; floated and towed to dock at Presque Isle.
Do.....	267.....	250 yards W.....	—, canoe.....			60		2	2		Capsized in surf; occupants picked up and canoe recovered.
Do.....	306.....	¼ mile ESE.....	Chinook, m. b.....			2,500		2			Went adrift and stranded; floated and taken to station and hauled up with tackle so repairs could be made.
July 11....	14.....	2 miles NNW.....	—, m. b.....		Lobsters.....	150	75	3			Engine disabled; towed to Portsmouth.
Do.....	29.....	1 mile E.....	—, rowboat.....			25		2	2		Inexperienced boatmen being blown to sea; went aboard and towed boat ashore.

Do.....	32.....	18 miles W. by N.....	Lillian, m. b.....	.....	1,400.....	.....	2.....	2.....	Engine disabled; adrift at sea day and night; picked up and brought into harbor; succor given. Broke away from mooring and stranded ran out 2 anchors to hold boat from going farther on shore. Got out of channel and stranded; ran anchor and cable, and boat floated on rise of tide.
Do.....	42.....	1 mile NW.....	—, slip.....	.....	300.....	.....	.....	.....	Engine disabled; boat compelled to anchor in dangerous place; picked up and towed into llwaco.
Do.....	42.....	1 mile W.....	Voyageur, sch.....	14.....	5,000.....	.....	6.....	.....	Engine disabled; drifting seaward; towed to llwaco.
Do.....	310.....	6 miles NW.....	—, m. b.....	6.....	3,250.....	.....	2.....	.....	Anchored in dangerous place; assisted in getting vessel to safe water.
Do.....	310.....	2 miles W.....	Lolla, m. b.....	.....	5,350.....	.....	2.....	.....	Engine disabled; drifting to sea; picked up and towed into Green Harbor.
July 12.....	13.....	½ mile ESE.....	M. M. Hamilton, sch.....	111 Lumber.....	4,000.....	65,000.....	3.....	.....	Scow used as hangar for Navy seaplane; broke away from towing vessel and went ashore; floated and anchored to a pile.
Do.....	29.....	4 miles SE.....	—, m. b.....	.....	200.....	.....	2.....	.....	Engine disabled; towed into Jamaica Bay; while Coast Guard men were making repairs engine back-fired, setting boat ablaze; boat badly damaged before flames were put out.
Do.....	83.....	2 miles WNW.....	.....	.....	.....	.....	.....	.....	Filled and sunk while being launched through surf; hauled out on beach.
Do.....	92.....	1 mile E.....	Bartcutta, m. b.....	.....	1,500.....	.....	2.....	.....	Engine disabled at sea; towed into Cold Spring Inlet.
Do.....	103.....	150 yards E.....	—, skiff.....	.....	300.....	.....	2.....	.....	Badly aleak; piloted into harbor, where leak could be repaired.
Do.....	136.....	2 miles W.....	My Aunt Kate, m. b.....	.....	800.....	.....	4.....	.....	Ran in among bowriders and struck fast; released with great difficulty and towed to safety.
Do.....	222.....	1½ miles NE.....	Magnolia Stella, m. b.....	12 Ice.....	1,000.....	100.....	3.....	.....	Struck reels and sunk; hauled out and temporary repairs made, then towed to station where repairs were completed.
Do.....	235.....	1½ miles WNW.....	Dan W. Miller, str.....	10.....	8,000.....	.....	3.....	.....	Badly aleak; conveyed boat to station No. 203, where she was hauled out.
Do.....	235.....	2 miles W. by N.....	Duke, m. b.....	.....	1,000.....	.....	6.....	.....	Filled and sunk in strong wind and rough sea, leaving occupants in water; picked men up and hauled boat out on beach; boat launched later and towed to Jackson Park Harbor.
Do.....	262 and 263.....	200 yards W. station.....	Texas, m. b.....	.....	5,000.....	.....	6.....	.....	Engine disabled; adrift in lake; proceeded 10 miles to boat and towed her into Eagle Harbor.
Do.....	279.....	2½ miles N.....	Eagle, m. b.....	.....	250.....	.....	2.....	2.....	
Do.....	299.....	10 miles SW.....	—, m. b.....	.....	150.....	.....	1.....	.....	

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
July 12.....	310.....	6 miles WNW.....	Columbian, m. b.....	9		\$4,500		2	.....	.....	Engine disabled in ocean; picked up and taken to Ilwaco.
Do.....	311.....	1 mile NE.....	Dauntless, m. b.....	11		2,000		1	.....	.....	Engine disabled; drifting to sea; taken in tow while repairs were made.
July 13.....	Sault Ste. Marie.....	St. Marys River.....							1	.....	Launched boat and picked up exhausted swimmer.
Do.....	23.....	14 miles SE.....	Toogles, slip.....			150		4	.....	.....	Capsize; occupants rescued by out-siders; towed boat to mooring and bailed it out.
Do.....	26.....	2 miles NNW.....	Helen M., ywl.....			2,000		4	.....	.....	Stranded; pulled adrift and towed to City Point.
Do.....	196.....	200 yards SW.....							2	.....	Man and woman bathers waded out beyond depth; brought ashore.
Do.....	239.....	6 miles NE.....	N-521, m. b.....			2,000		3	.....	.....	Engine disabled in lake; towed in to a pier.
Do.....	281.....	500 feet S.....							1	.....	Small boy swept into deep water by breaker while wading; Surfman Streeter went to the lad's rescue and brought him ashore.
Do.....	305.....	1/4 mile S.....	Ukiwak, m. b.....	15		1,500		1	.....	.....	Drugging in surf near shore; helped get vessel into safe water.
July 14.....	89.....	1 mile E.....	—, m. b.....			300		5	.....	.....	Engine disabled; stranded; floated and towed to a dock.
Do.....	92.....	4 1/2 miles W.....	Anna M., m. b.....			400		4	.....	.....	Engine disabled; stranded; floated, lashed alongside power lifeboat and towed to Sheephead Bay.
July 15.....	6.....	1 mile SSE.....	—, m. b.....			700		2	.....	.....	Engine disabled; towed to safe anchorage in Sprucehead.
Do.....	274.....	1 1/2 miles E.....	Magda, m. b.....			400					Blown ashore; floated and towed to harbor.
Do.....	206.....	1/4 mile SW.....	Seward, m. b.....			2,000		2	.....	.....	Drugging anchor; towed to a wharf.
Do.....	306.....	1/4 mile W.....	Frolic, m. b.....			1,500					Adrift near reef; picked up and towed to station and later restored to owner.
Do.....	311.....	4 miles NW.....	Columbia II, m. b.....	32		12,000		8	.....	.....	Engine disabled; towed into safe water.
July 16.....	26.....	1/4 mile W.....	Odine, m. b.....			150		1	.....	.....	Engine disabled; floated and towed to Quincy.

Do.....	237.....	4 miles N.....	Mauret W., m. b.....	950.....	4.....	Engine disabled; towed into harbor.
Do.....	306.....	$\frac{1}{2}$ mile NW.....	Frankie T., m. b.....	1,500.....	.....	Went adrift and brought up on reef; floated and returned to owner.
Do.....	306.....	1 mile SW.....	Anna May, m. b.....	900.....	.....	Drugging anchor; taken to safe anchorage.
Do.....	311.....	$\frac{1}{2}$ mile E.....	—, m. b.....	800.....	.....	Swamped at wharf; raised and hauled out on shore.
July 17.....	5.....	1 mile WNW.....	—, m. b.....	525.....	5 2.....	Lost in fog; went on rocks; 2 members of party made shore in skiff before boat struck; rescued other 2 and saved their boat.
Do.....	73.....	$1\frac{1}{2}$ miles NW.....	Natalie, ctb.....	200.....	3.....	Capsized when man went aloft; righted and sent on way.
Do.....	236.....	7 miles WNW.....	Willis W., str.....	3,000.....	5.....	Engine disabled while setting nets; found adrift 7 miles in lake; towed into Erie.
Do.....	280.....	700 feet N.....	.....	.....	1.....	Surfman A. Wold jumped in and rescued a boy who had fallen off a pier; Wold commended by headquarters.
Do.....	306.....	20 miles S.....	Gassy Lena, m. b.....	900.....	2.....	Engine disabled; towed to anchorage in Neah Bay.
July 18.....	24.....	1 mile W.....	—, m. b.....	2,200.....	2.....	Engine disabled; towed to mooring in Saugus River.
Do.....	128.....	2 miles S.....	Helen C., m. b.....	275.....	2.....	Capsized on bar at Corson Inlet; both occupants drowned; recovered one body and saved boat.
Do.....	241.....	$1\frac{1}{2}$ miles NW.....	—, slip.....	500.....	8.....	Mainstay parted while out sailing; towed to Lakeside Dock.
Do.....	265.....	4 miles N.....	Mary H., m. b.....	250.....	6.....	Engine disabled; towed to Ludington.
Do.....	304.....	$\frac{1}{2}$ mile N.....	.....	.....	1.....	Resuscitated girl bather; taken from water by outsiders.
July 18-19.....	312.....	2 miles W.....	San Wan, m. s.....	180,000.....	13.....	Hove-to offshore, short of fuel and provisions; went on board and helped look out for vessel until fog lifted, then piloted her in over bar and turned her over to pilot from off a tug.
July 19.....	15.....	400 yards SE.....	Josie L., m. b.....	150.....	2.....	Stranded in fog; freed and towed to Rye Harbor.
Do.....	20 and 21.....	$\frac{1}{2}$ mile S, station 20.....	—, m. b.....	500.....	5.....	Engine disabled; towed to Little Neck.
Do.....	59.....	4 miles WSW.....	Kenmuir, slip.....	1,000.....	5.....	Lost bearings in fog; towed to East Harbor for supplies and thence on to Dumping Light.
Do.....	226.....	$\frac{1}{2}$ mile NE.....	Skipper, m. b.....	150.....	5.....	Engine disabled at harbor entrance; towed in to moorings.
Do.....	268.....	3 miles NE.....	Achash, m. b.....	2,000.....	2 1.....	Engine disabled in lake; man swam ashore for assistance, leaving small boy in boat; found boy after long search in the night and brought him ashore.
Do.....	271.....	800 feet E.....	—, slip.....	75.....	6.....	Capsized in Black Lake; picked up occupants from alongside and recovered boat.



July 21-22.	256.	1 mile SE.	—, m. b.			200	4	2	Engine disabled; towed to Mackinac Island.
July 22.	162.	300 yards SE.							A bather swam out to assist another bather in difficulty and himself became exhausted; Coast Guard men swam out and rescued both men.
Do.	258.	$\frac{1}{2}$ mile NW.	Mamie M., m. b.	13	Provisions	1,000	2		Engine disabled while proceeding into lake; towed back into harbor.
Do.	281.	1 mile N.	Circe, slip.			300	4		Stood in too close and went ashore; floated and towed to deep water.
Do.	304.	1 mile S.	Cole, m. b.			500	1		Stranded; pulled clear and towed to mooring.
July 22-23.	264.	3 miles NE.	Texas, m. b.			5,600	1		Spring leak; about to fill; hauled out on launchway for repairs.
July 23.	2.	5 miles SW.	Togo, m. b.	14		3,300	2		Engine disabled; anchored in dangerous position; picked up and taken to safe anchorage.
Do.	232.	3 miles W.	Apollo, m. b.			150	2		Engine disabled; went ashore; floated and towed into harbor.
Do.	255.	6 miles SSW.	J. E. O., m. b.			800	3		Engine disabled in lake; picked up and towed to Cheboygan.
Do.	261.	$7\frac{1}{2}$ miles SW.	Elta, m. b.		Clothing	600			Broke mooring and went adrift; picked up and taken to place of safety.
Do.	297.	$1\frac{1}{2}$ miles S.	—, rowboat.			40	3	3	Lost oar and went drifting out to sea; picked up and towed to safety.
Do.	305.	$\frac{1}{2}$ mile W.	Liberty, m. b.	5		1,200	3		Engine disabled; struck on Snake River Bar; ran anchor and hove boat into deep water.
July 24.	13.	$\frac{1}{2}$ mile S.	—, m. b.			220	1		Engine disabled; went on board and made repairs.
Do.	221.	3 miles E.	—, m. b.			500	1		Engine disabled by boarding sea; picked up and towed into port.
Do.	232.	$\frac{1}{2}$ mile S.	Katie Eccles, sch.	200	Coal	1,500	3		Went aground; pulled clear.
Do.	236.	$\frac{1}{2}$ mile W.	Queen, m. b.			500	4		Engine disabled; stranded; pulled off and towed to a dock at Erie.
Do.	236.	$\frac{1}{2}$ mile S.	Soakerin, m. b.			500	3		Foiled in weeds; pulled clear and towed to Crystal Point.
Do.	273.	2 miles SSW.	R 401, m. b.			600	7		Engine disabled in lake; picked up and taken into St. Joseph.
Do.	283.	15 miles ENE.	Sea Gull, str.			3,500	2		Machinery disabled in lake; found after extended search and towed to port.
Do.	296.	$\frac{1}{2}$ mile N.	—, m. b.			150	2		Engine disabled in lake; picked up and taken to mooring in harbor.
July 25.	30.	3 miles SE.	Onward II, m. b.			3,000	2		Engine disabled; towed to Plymouth.
Do.	54.	2 miles NE.	Athens, m. b.			300	1		Engine disabled; towed to a dock.
Do.	62.	2 miles N.	Strubed, m. b.	32		20,000	11		Stranded in fog; pulled off into deep water.
Do.	73.	$\frac{1}{2}$ mile N.	Elf, cat.			300	3		Capsized while approaching dock; righted and bailed out.
Do.	128.	$\frac{1}{2}$ mile N.						1	Resuscitated child taken from water by outsiders.

## Assistance rendered by cutters and stations involving the saving of life and property Continued

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel (lost)	Cargo	Value.		Persons in vessel.	Persons saved.	Remarks.
					Cargo.	Value.			
1919.									
July 26.....	280.....	4 miles NW.....	.....	.....	.....	.....	1	1	Swimmer, exhausted, found clinging to small raft in river and brought ashore.
July 26, 9.....	6.....	3 miles NNW.....	....., rowboat.....	.....	0.00	.....	2	2	Calculated, rowing against wind in choppy sea; picked up and taken into Tenant's Harbor.
Do.....	86, 86.....	1 mile NNW, station 86.	Bellevue M., m. b. ....	Coal	.....	.....	2	2	Motor launch; stranded; took off crew; vessel and cargo total loss.
Do.....	107.....	.....	.....	.....	.....	.....	1	1	Man, coming ashore from yacht, fell in boat, unresponsive; brought ashore and revived.
Do.....	293.....	1 mile NW.....	Merile Man, m. b. ....	.....	100	.....	.....	.....	Boat swamped and went into surf.
Do.....	278.....	1 mile NE.....	Thomas (Hindwell), m. b.	.....	400	.....	1	.....	Engine disabled; went against break-water; towed into Calicut River.
Do.....	280.....	8 miles N.....	Normandy, m. b. ....	0	3,000	.....	4	.....	Engine disabled in lake; picked up and taken into Belmont Harbor.
July 27.....	64.....	2 miles E.....	Pearl, m. b. ....	.....	400	.....	6	.....	Engine disabled; went into a leak.
Do.....	86.....	2 miles NE.....	Isabella C., m. b. ....	0	1,000	.....	1	.....	Engine disabled; went against break-water and taken in tow while repairs were made.
Do.....	84.....	50 yards N.....	....., m. b. ....	.....	800	.....	2	.....	Deadline stove caught fire, a surfman ran into cabin and threw stove overboard.
Do.....	212.....	3 miles WNW.....	Duck, ship.....	.....	600	.....	3	.....	Engaged in strong wind, occupants rescued by cutters; towed yacht into harbor and lighted her.
Do.....	213.....	2 miles NE.....	....., rowboat.....	.....	20	.....	.....	.....	Adult in lake; picked up and brought ashore.
Do.....	283.....	24 miles NE.....	....., boat.....	.....	100	.....	1	1	Man and capered; picked up boatman and towed him to harbor.
Do.....	223.....	1 mile NE.....	....., rowboat.....	.....	100	.....	1	1	Boat drifted from yacht under sail; picked up and fastened to oar.
Do.....	223.....	6 miles NE.....	....., rowboat.....	.....	70	.....	.....	.....	Man broken while sailing; picked up and taken to dock at Takapale.
Do.....	241.....	14 miles NW.....	....., ship.....	.....	800	.....	2	.....	Went ashore; picked up and returned to owner.
Do.....	246.....	1 mile E.....	....., skiff.....	.....	15	.....	.....	.....	



Do.....	278.....	2 miles E.....	Raven, m. b.....	.....	.....	1,000.....	.....	6.....	.....	Engine disabled; drifting in lake; picked up and towed to Calumet River.
Do.....	280.....	$\frac{1}{2}$ mile NE.....	S-497, m. b. & tow.....	.....	.....	500.....	.....	2.....	.....	Engine disabled; with yacht in tow in danger of going on pier; towed into Chicago River and moored.
Do.....	280.....	2 miles S.....	.....	.....	.....	.....	.....	2.....	.....	Picked up 2 small boys from a raft in the lake.
Do.....	282.....	800 yards E.....	Dragon, slt.....	.....	.....	150.....	.....	3.....	.....	Rudder disabled; picked up and brought into harbor.
Do.....	284.....	1 mile ESE.....	Freebooter, slp.....	.....	.....	1,000.....	.....	2.....	.....	Unmanageable in fresh breeze; towed to safe mooring harbor.
Do.....	284.....	500 yards E.....	—, slp.....	.....	.....	75.....	.....	2.....	2.....	Waterlogged; towed ashore and bailed out.
July 27-28, 282 and 283.....		9 miles NNW., station 252.....	R. 754, m. b.....	.....	.....	1,800.....	.....	2.....	2.....	Went on shoal in high sea, occupants escaping ashore; put line on boat with extreme difficulty and towed it to station, thence to Alpena; succored boatmen overnight.
July 28.....	28.....	1 $\frac{1}{2}$ miles NNW.....	Ida C, slp.....	.....	.....	75.....	.....	2.....	.....	Stranded; pulled clear and towed to City Point.
Do.....	75.....	$\frac{1}{2}$ mile NW.....	Henrietta, m. b.....	.....	.....	300.....	.....	4.....	.....	Grass in propeller; cleared wheel and towed boat ashore.
Do.....	113.....	1 mile NNE.....	—, m. b.....	.....	Fish.....	3,000.....	.....	7.....	.....	Engine disabled; towed to safe harbor.
Do.....	235.....	$\frac{1}{2}$ mile N, by W.....	Tasco, m. b.....	.....	.....	300.....	.....	1.....	1.....	Weeds in propeller; drifting on break wall; picked up and towed to safe water; wheel cleared.
Do.....	280.....	$\frac{1}{2}$ mile NE.....	.....	.....	.....	.....	.....	1.....	.....	Man fell off pier while fishing; rescued from a pile.
July 29.....	133.....	$\frac{1}{2}$ mile N.....	Lottie W., m. b.....	.....	9.....	3,000.....	.....	29.....	.....	Rope in propeller; towed to a dock at Angelsea.
Do.....	285.....	6 miles SSW.....	Clayton F., m. b.....	.....	.....	1,500.....	.....	2.....	.....	Struck submerged obstruction, breaking shaft and losing propeller; picked up and towed to Cheboygan.
Do.....	285.....	1 $\frac{1}{2}$ miles E.....	Yakima I., m. b.....	.....	.....	150.....	.....	3.....	.....	Engine disabled in lake; towed into harbor.
Do.....	276.....	$\frac{1}{2}$ mile N.....	—, rowboat.....	.....	.....	40.....	.....	.....	.....	Adrift and going toward dam; picked up.
Do.....	280.....	3 miles N.....	Illnoy, m. b.....	.....	.....	500.....	.....	2.....	.....	Engine disabled in lake; picked up and towed to station where repairs were made.
July 30.....	Acushnet.....	Off Whites Point, Conn.....	Submarine G-2.....	.....	.....	.....	.....	.....	3.....	Sank without warning while at anchor; picked up 4 men from water, but 1 succumbed despite efforts to resuscitate him.
Do.....	9.....	3 $\frac{1}{2}$ miles WSW.....	Sapallo, m. b.....	.....	6.....	775.....	.....	2.....	.....	Missed harbor entrance and stranded; floated and taken to safe anchorage.
Do.....	75.....	1 $\frac{1}{2}$ miles W.....	—, etbt.....	.....	.....	50.....	.....	3.....	.....	Carried too much sail; capsized; occupants rescued by outsiders; righted boat, bailed her out, and towed her ashore.

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919. July 30....	133.....	5 miles NE.....	Bobbie, skiff.....			\$500.....		3.....			Engine disabled at sea; went aboard and furnished supply of fuel; conveyed boat into Hereford Inlet.
Do.....	265.....	1/4 mile S.....	Reggie, slp.....			100.....					Stranded; boatmen ran away when surfmen appeared, evidently having stolen sloop; hauled boat out on beach and removed all gear.
Do.....	268.....	3 miles E.....	Esther, m. b.....			800.....		2.....			Set badly aleak by striking log; taken to a dock.
Do.....	285.....	200 yards NE.....	Prairie, slp.....			600.....		5.....			Ran ashore while beating into harbor; pulled clear and towed to a dock.
Do.....	305.....	1/4 mile W.....	Eula, m. b.....			600.....		2.....			Stranded on bar while entering Snake River; pulled clear.
July 30-31.	292 and 293.	5 miles E., station 292.....	Sea Fox, m. b.....	11	Coal.....	800.....	\$200.....	3.....			Engine disabled; stranded in exposed position; floated and taken to safe anchorage; cargo was unloaded and then put back on board.
July 31....	Bear.....	Near Ugelen, Siberia.....	Casco, sch.....	93					2	2	Picked up 2 seamen left ashore when their vessel was swept from her anchorage and to sea in a northerly blow; landed seamen at Nome.
Do.....	1.....	1 1/4 miles SE.....	—, m. b.....			300.....		2.....			Stranded in fog; pulled clear on rise of tide and towed into Quoddy Bay.
Do.....	8.....	4 miles N.....	Phoebe M., m. b.....			600.....		4.....			Engine disabled; towed to Boothbay Harbor and set engine running.
Do.....	20.....	1/4 mile N.....	Whiz, m. b.....			250.....		2.....			Engine disabled off entrance to Merrimac River; towed to safe anchorage at Plum Island Point.
Do.....	23.....	At station.....								3	Shattered overnight 3 enlisted men from U. S. S. Delaware detained ashore by heavy storm.
Do.....	105.....	3 miles N.....	Seaplane.....			12,000.....		3.....			Forced by engine trouble to alight; towed ashore and hauled out of water.
Do.....	257.....	1 mile S.....	Adeline, m. b.....			600.....		4.....			Defective batteries; drifting out of harbor; towed to a dock.

Do.....	264.....	1/4 mile S.....	No. 7, scow.....	Stone, sand, and cement.....	4,000.....	750.....	3.....	Towing vessel unable to pull scow away from breakwater in rising wind and sea; assisted in getting scow clear and into harbor.
Do.....	264.....	.....do.....	No. 1, derrick.....	.....8.....	8,000.....	.....	.....	Do.
Do.....	266.....	Off station.....	Maurice T., m. b.....	.....	1,000.....	.....	12.....	Engine disabled on way out of harbor; towed back to dock.
Do.....	310.....	9 miles W.....	....., m. b.....	.....	1,250.....	.....	2.....	Lost fuel through leaky feed pipe while at sea; picked up and towed into port.
Do.....	311.....	1 mile NW.....	....., m. b.....	.....	850.....	.....	2.....	Lost propeller; towed ashore.
Aug. 1.....	38.....	1/4 mile NW.....	Snail, slip.....	.....	500.....	.....	3.....	Beached at night and without anchor; in danger of drifting to sea; towed to station and made secure; shelter afforded.
Do.....	235.....	1/4 mile WNW.....	Captain Gean, m. b.....	.....	600.....	.....	3.....	Bearings burned out; towed into Erie Canal.
Do.....	236.....	1/4 mile NE.....	Mauna Loa, m. b.....	.....20.....	4,700.....	.....	6.....	Stranded; pulled afloat and towed to dock at Erie.
Aug. 2.....	6.....	1 mile E.....	....., m. b.....	Lobsters.....	150.....	25.....	1.....	Piece of wood hit flywheel and was hurled through boat's bottom; in danger of sinking; beached, patched, then towed to Sprucehead, Me.
Do.....	8.....	1/4 mile S.....	Lobster, m. b.....	.....	500.....	25.....	2.....	Broke crank shaft; towed to Boothbay Harbor.
Do.....	20.....	4 miles ENE.....	....., whaleboat.....	.....	200.....	.....	.....	Blown offshore; picked up and taken to safe anchorage.
Do.....	22.....	200 yards WNW.....	....., m. b.....	.....	1,000.....	.....	1.....	Broke adrift from ship and stranded; pulled clear and taken back to ship.
Do.....	23.....	1/4 mile ENE.....	....., dory.....	.....	75.....	.....	2.....	Capized in squall; occupants rescued by outsiders; picked boat up and returned it to owner.
Do.....	30.....	3 miles NE.....	M. C. W., m. b.....	.....	700.....	.....	1.....	Engine disabled at sea; towed to anchorage inside Squish Head.
Do.....	78.....	2 miles NNW.....	Rhona, m. b.....	.....6.....	3,000.....	.....	2.....	Did not know channel; stranded; hove afloat with sail and windlass.
Do.....	82.....	4 1/2 miles E.....	Seaplane.....	.....	50,000.....	.....	3.....	Forced by winds to alight; being driven ashore; towed into deep water and anchored.
Do.....	107.....	1/4 mile N.....	Vagabond, m. b.....	.....8.....	500.....	.....	6.....	Went on sand bar in rough sea; pulled clear.
Do.....	123.....	1/4 mile ENE.....	Margaret H., slip.....	.....5.....	2,500.....	.....	2.....	Broken propeller shaft; towed into harbor.
Do.....	126.....	2 miles ESE.....	Heather, m. b.....	.....6.....	1,500.....	.....	4.....	Disasted; helped recover spars and sails and towed boat into harbor.
Do.....	104.....	3 miles WNW.....	Reliable, m. b.....	.....	2,000.....	.....	4.....	Engine disabled while near breakers; picked up and towed to Southport.
Do.....	233.....	4 1/2 miles NW.....	.....	.....	.....	.....	1.....	Resuscitated young man who had become unconscious while aiding in recovering body of drowned girl.
Do.....	235.....	1 mile NW.....	Eagle, m. b.....	.....	1,000.....	.....	4.....	Engine disabled; blown on Horseshoe Reef; pulled afloat and towed to safe place.

## REPORT OF THE COAST GUARD.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Aug. 2.	278.	2 miles E.	Thomas Bradwell, m. b.			\$400		1			Engine disabled; pounding against breakwall; towed into Calumet River.
Do.	304.	1 mile NW.	Geo. A. Marr, m. b.	5		500		5			Batteries exhausted; towed to a dock.
Do.	312.	11 miles S.	—, m. b.			1,000		1			Engine disabled; drifted ashore in fog; ran aground, floated vessel, and towed her to station.
Aug. 3.	20.	1 mile NE.	—, m. b.			100		2			Engine disabled; drifting to sea; towed to anchorage at Plum Island Point.
Do.	29 and 30.	3 miles SE., station 29.	Rhebel, m. b.			12,000		4			Engine disabled at sea; picked up and towed to Plymouth.
Do.	84.	1 mile WSW.	Seaplane			20,000		3	3		Fell into ocean, due to broken strut; towed to station for night and to sea next day.
Do.	267.	14 miles S.	Lilly C., m. b.			350		3			Engine disabled; drifting on beach; picked up and towed to a dock at Pentwater.
Do.	284.	18 miles N. by W.	Lanai, slip.			1,000		5			Lost rudder; towed to Milwaukee.
Aug. 4.	29.	2 miles ENE.	—, skiff.			20		3	3		Drifting to sea; picked up and towed to Brant Rock Cove and beached.
Do.	216.	1 mile SE.	—, m. b.			150		1	1		Engine disabled; in danger of going on rocks; towed to Texas Bay and beached.
Do.	270.	10 miles S.	Christie, m. b.			200		2			Engine disabled in lake; picked up and towed into harbor.
Do.	284.	250 yards E.	Winifred II, m. b.	17		14,000		2			Engine disabled; towed to boat yard for repairs.
Aug. 5.	1.	3 miles E.	Mabel, m. s.	40		1,200		2			Engine disabled while near rocks in fog; picked up and taken into Quoddy Bay.
Do.	172.	1 mile SW.							1		Boat fell overboard from skiff; taken from water by an outsider; rescued by station crew.
Do.	266.	1 mile S.	Maurice T., m. b. and tow.	8	Gravel.	1,000	\$10	3			Engine disabled; picked up and taken with loaded lighter, in tow, to a dock.
Do.	270.	3 miles S.	Clara May, m. b.			1,000		1			Stranded in fog; floated and towed to safe water.

Do.....	271.....	1 mile E.....	Lady Betty, slip.....	.....	200.....	6.....	Stranded in squall; pulled clear and taken to anchorage.
Aug. 5-6.....	Seneca and 113.....	$\frac{3}{4}$ mile ESE. of station.....	Corapeake, str.....	2,368.....	900,000.....	35.....	Failed to heed station signal and stranded; master failed to cooperate with Coast Guard; cutter nevertheless floated vessel.
Aug. 6.....	23.....	$\frac{1}{2}$ mile S.....	740-D, m. b.....	.....	500.....	1.....	Rope in propeller: towed to a wharf.
Do.....	50.....	10 miles E.....	Rival, Yt.....	.....	1,000.....	3.....	Dropped in high sea and went on ledge; pulled aloft and towed to safe anchorage.
Do.....	226.....	$\frac{1}{2}$ mile ENE.....	Raymond, str.....	27.....	4,000.....	6.....	Boiler disabled on way to fishing grounds; picked up and brought into harbor.
Do.....	257.....	1 mile SE.....	—, m. b.....	.....	300.....	2.....	Engine disabled; picked up and towed to a machine shop.
Do.....	273.....	2 miles NW.....	—, rowboat.....	.....	60.....	3.....	Caught in squall and about to fill; took off badly frightened occupants and carried them, with their boat, to station.
Do.....	304.....	3 miles SW.....	—, slip.....	.....	100.....	3.....	Caught out in squall and filled; took occupants from alongside and saved sloop.
Do.....	305.....	20 yards S.....	Ukiwak, m. b.....	15.....	1,500.....	1.....	Dragged and went into surf; raised anchor and made sail and took vessel well offshore.
Do.....	304.....	3 miles above Oshkosh.....	Arnim, m. b.....	17.....	1,500.....	42.....	Engine disabled; stranded; pulled clear and towed back to dock.
Aug. 7.....	Manhattan and station 97.....	$1\frac{1}{4}$ miles SE. station.....	Carrie A. Buckman, sch.....	287.....	50,000.....	7.....	Mistook bearings and stranded in fog; pulled aloft with aid of tugs.
Do.....	247.....	$2\frac{1}{2}$ miles N.....	Vina K., m. b.....	.....	1,000.....	3.....	Engine disabled by boarding sea; stranded; helped load boat onto truck and bring her to station for repairs.
Do.....	259.....	$1\frac{1}{2}$ miles SSE.....	Manitou, m. b.....	6.....	900.....	4.....	Unable to reach dock in high sea; landed passengers and cargo; put out anchor to hold boat secure in blow, and later took her to safe place.
Do.....	269.....	$\frac{4}{5}$ miles NE. by E.....	Prairie, slip.....	.....	800.....	3.....	Missed stays and stranded; pulled clear with difficulty and towed into lake.
Do.....	280.....	$\frac{1}{2}$ mile NE.....	.....	.....	.....	1.....	Boy fell off pier while fishing; recovered by grapnels, and resuscitation effected.
Do.....	310.....	7 miles W.....	Hilda, m. b.....	10.....	4,300.....	2.....	Engine disabled at sea; picked up and towed to Ilwaco.
Aug. 8.....	20.....	.....	.....	.....	.....	1.....	Assisted in rescue of girl bather; restoration of life given.
Do.....	24.....	1 mile W.....	—, rowboat.....	.....	25.....	.....	Parted towing and drifted ashore; picked up and restored to owner.
Do.....	113.....	2 miles S.....	—, m. b.....	.....	3,000.....	7.....	Engine disabled in rough sea; taken to safe anchorage.
Do.....	233.....	600 feet NE.....	Ontario, slip.....	.....	1,000.....	.....	Pounding against pier; taken to shelter in yacht club basin.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1929 Aug. 8.....	233.....	3 miles S.....	Watertown, slip.....			\$300					Pounding against pier; taken to shelter in yacht club basin.
Do.....	233.....	do.....	Crusader, slip.....			1,500					Do.
Do.....	233.....	do.....	More Trouble, slip.....			1,000					Do.
Do.....	233.....	do.....	Seneca, slip.....			2,500					Do.
Do.....	233.....	do.....	1371-R, m. b.....			500		5			Engine disabled; towed to Cheboygan.
Do.....	233.....	2 miles NE.....	Clam, m. b.....	9	Fish.....	4,000	\$200	2			Engine disabled at sea; picked up and taken to moorings in Neah Bay.
Aug. 8-9.....	306.....	14 miles SW.....	E 219.....			75		5			Engine disabled; drifting to sea; picked up and towed to safe anchorage at Plum Island Point.
Aug. 9.....	20.....	1 mile NNE.....	Midget, m. b.....			700		6			Engine disabled; towed to Bayshore.
Do.....	83.....	3 miles NE.....	Arrow, slip.....	8		1,500		2			Struck; submerged; body and sink; floated on tide at low tide by means of barrels lashed alongside; towed to Bayshore.
Do.....	83 and 84.....	2 1/2 miles WNW. station 83.....									Stranded; pulled clear and guided through shoals to open water.
Do.....	220.....	7 miles NW.....	Empress, sch.....	14	Wood and coal.....	1,500	255	3			Engine disabled; towed to a dock.
Do.....	233.....	1 mile W.....	Gyp, m. b.....			800		2			Engine disabled in lake; towed to a dock at Oshkosh.
Do.....	304.....	6 miles above Oshkosh.....	W. 963, m. b.....			200		2			Engine disabled; picked up and towed to Kittery, Me.
Aug. 10.....	12.....	3 miles ESE.....	Francis, m. b.....			150		5			Engine disabled; taken to safety.
Do.....	25.....	1 mile NNE.....	Mildred G., m. b.....			400		18			Engine disabled; taken to safety.
Do.....	73.....	1 mile N.....	Twilight, cat.....			200		8			Capsized by puff of wind; righted and towed to station.
Do.....	78.....	1 mile ESE.....	Mabel B., m. b.....			2,500		8			Stranded; ran anchor and pulled clear.
Do.....	196.....	1 mile E.....				2,000		2			Assisted ashore two women bathers who had gotten beyond their depth.
Do.....	279.....	3 1/2 miles N.....	Morning Star, m. b.....								Engine disabled in lake; towed to Jackson Park and turned over to private launch.
Do.....	282.....	300 yards N.....							1		Resuscitated bather taken from water by outsiders.
Do.....	284.....	400 yards SW.....	Regis, slip.....			300		4			Mast carried away; water-logged; took occupants off and towed sloop to yacht club.

Do.....	300.....	2 miles NE.....	Irene, m. b.....	.....	.....	.....	500.....	2.....	1.....	Engine disabled; picked up and taken to station. Swam out and brought ashore a boy bathed endangered following capsized of boat in which he and playmates were frolicking.
Do.....	321.....	½ mile SSW.....	....., m. b.....	.....	.....	.....	500.....	2.....	.....	Lost propeller outside Golden Gate; picked up and towed into harbor.
Do.....	322.....	2½ miles SW.....	....., m. b.....	.....	.....	.....	15.....	1.....	1.....	Broke oar, and drifted to sea; picked up and towed to Plum Island Point.
Aug. 11.....	20.....	2 miles NE.....	....., dory.....	.....	.....	.....	400.....	1.....	.....	Engine disabled; drifted out over bar and capsized; occupant rescued by outsider; boat righted and bailed out.
Do.....	132.....	1 mile S.....	Mattie B., m. b.....	.....	.....	.....	.....	10.....	.....	Out of fuel; towed to station wharf to enable boatman to procure supply.
Do.....	153.....	2½ miles SE.....	....., m. b.....	Fish.....	.....	.....	1,500.....	5.....	.....	Engine disabled; towed to slip at Chl cago and moored.
Do.....	280.....	1 mile SE.....	S-717, m. b.....	.....	.....	.....	800.....	4.....	.....	Broke anchor chain; drifting toward break-wall; towed to safe mooring.
Do.....	284.....	50 yards S.....	Windward, slip.....	.....	.....	.....	2,000.....	2.....	.....	Stranded on bar while going out of Snake River; pulled into deep water.
Do.....	305.....	½ mile W.....	Defiance, m. b.....	7.....	.....	.....	4,000.....	.....	.....	Dragged anchors; towed to mooring at station.
Do.....	308.....	.....do.....	Dawn, m. b.....	.....	.....	.....	2,500.....	2.....	.....	Engine disabled at sea in rough wind; brought into harbor.
Aug. 12.....	29.....	4 miles NE.....	707, m. b.....	.....	.....	.....	500.....	1.....	.....	Engine disabled; towed to moorings at Squish Head.
Do.....	30.....	½ mile S.....	....., m. b.....	5.....	.....	.....	400.....	1.....	.....	Engine disabled; picked up and taken to a dock.
Do.....	304.....	1 mile W.....	George A. Marr, m. b.....	.....	.....	.....	500.....	3.....	.....	Stranded; floated on rise of tide and taken to safe mooring.
Aug. 13.....	58.....	2 miles NW.....	Amber-jack, slip.....	.....	.....	.....	1,000.....	2.....	.....	Engine disabled; picked up and towed with much difficulty into Fishers Island Sound.
Do.....	59.....	3 miles SW.....	Fayolne, m. b.....	Fish.....	.....	.....	750.....	5.....	.....	Stranded; floated and piloted to safe water.
Do.....	72.....	2 miles W.....	Uthenia, m. b.....	.....	.....	.....	2,500.....	2.....	2.....	Unable to return ashore in gale; took occupants off; boat sunk.
Do.....	109.....	1½ miles SW.....	Vinitia, m. b.....	.....	.....	.....	5,000.....	.....	.....	Removed to place where storm would not damage it.
Do.....	123.....	½ mile N.....	Seaplane.....	.....	.....	.....	3,000.....	2.....	1.....	Pounding against dock; taken to safe mooring.
Do.....	133.....	½ mile NNW.....	Lottie W., m. b.....	7 Fish.....	.....	.....	.....	.....	.....	Broke adrift and capsized; boat lost; engine saved; one man drowned; other man found on beach in serious condition, given restorative treatment.
Do.....	141 and 142.....	2½ miles S.....	Nan, m. b.....	.....	.....	.....	.....	1.....	.....	Engine disabled; towed to dock at Niagara.
Do.....	234.....	4 miles W.....	....., m. b.....	.....	.....	.....	300.....	5.....	5.....	Carried by wash from passing steamer; took all hands from water; succored at station; saved boat.
Do.....	235.....	½ mile NW.....	Ortolo, m. b.....	.....	.....	.....	500.....	.....	.....	.....

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
July 25...	280.	1 mile NW.							1		Swimmer, exhausted, found clinging to small raft in river and brought ashore.
July 26.	6.	1 mile NNW.	—, rowboat.			\$55		2	2		Exhausted, rowing against wind in choppy sea; picked up and taken into Captain's Harbor.
Do.	88, 89.	1 mile SSW. station 88.	Rebecca M., m. b.	15	Coal.			2			Mistook buoy; stranded; took off crew; vessel and cargo total loss.
Do.	107.								1		Man, coming ashore from yacht, fell in boat unconscious, brought ashore and revived.
Do.	286.	1 mile NW.	Myrtle Mae, m. b.			100		1			Broke moorings and went into surf.
Do.	278.	1 1/4 mile ENE.	Thomas Bradwell, m. b.			400					Engine disabled; went against breakwater; towed into Calumet River.
Do.	280.	8 miles N.	Normandy, m. b.	6		3,500		8			Engine disabled in lake; picked up and taken into Belmont Harbor.
July 27.	54.	2 miles E.	Pearl, m. b.			400		5			Engine disabled; towed into a dock.
Do.	83.	2 miles NE.	Baunle C., m. b.	9		1,000		1			Engine disabled; went aground; floated and taken in tow while repairs were made.
Do.	84.	50 yards N.	—, m. b.			800		2			Gasoline stove caught fire; a surfman ran into cabin and threw stove overboard.
Do.	222.	3 miles WNW.	Duck, slip.			500		3			Capsized in strong wind; occupants rescued by outboard; towed yacht into harbor and righted her.
Do.	223.	2 miles SE.	—, rowboat.			20					Adrift in lake; picked up and brought in.
Do.	223.	2 1/2 miles SE.	—, ctbt.			150		1	1		Jibed and capsized; picked up boatman and towed him to harbor.
Do.	223.	1 mile NE.	—, ctbt.			150		1	1		Do.
Do.	223.	5 miles NE.	—, rowboat.			75					Broke adrift from yacht under sail; picked up and restored to owner.
Do.	241.	1 1/2 miles NW.	—, slip.			500		2			Spar broken while sailing; picked up and taken to dock at Lakeside.
Do.	246.	1 mile E.	—, skiff.			15					Went adrift; picked up and returned to owner.



Do.....	278.....	2 miles E.....	Raven, m. b.....	1,000.....	6.....	Engine disabled; drifting in lake; picked up and towed to Calumet River.
Do.....	280.....	$\frac{1}{2}$ mile NE.....	S-497, m. b. & tow.....	500.....	2.....	Engine disabled; with yacht in tow. In danger of going on pier; towed into Chicago River and moored.
Do.....	280.....	2 miles S.....	.....	.....	2.....	Picked up 2 small boys from a raft in the lake.
Do.....	282.....	800 yards E.....	Dragon, slbt.....	150.....	3.....	Rudder disabled; picked up and brought into harbor.
Do.....	284.....	1 mile ESE.....	Freebooter, slp.....	1,000.....	2.....	Unmanageable in fresh breeze; towed to safe mooring harbor.
Do.....	284.....	500 yards E.....	—, slp.....	75.....	2.....	Waterlogged; towed ashore and bailed out.
July 27-28, 282 and 283.....		9 miles NNW., station 252.....	R. 754, m. b.....	1,800.....	2.....	Went on shoal in high sea, occupants escaping ashore; put line on boat with extreme difficulty and towed it to station, thence to Alpena; succored boatmen overnight.
July 28.....	28.....	1 $\frac{1}{2}$ miles NNW.....	Ida C., slp.....	75.....	2.....	Stranded; pulled clear and towed to City Point.
Do.....	75.....	$\frac{1}{2}$ mile NW.....	Henrietta, m. b.....	300.....	4.....	Grass in propeller; cleared wheel and towed boat ashore.
Do.....	113.....	1 mile NNE.....	—, m. b.....	3,000.....	7.....	Engine disabled; towed to safe harbor.
Do.....	285.....	$\frac{1}{2}$ mile N. by W.....	Tasco, m. b.....	300.....	1.....	Weeds in propeller; drifting on break wall; picked up and towed to safe water; wheel cleared.
Do.....	280.....	$\frac{1}{2}$ mile NE.....	.....	.....	1.....	Man fell off pier while fishing; rescued from a pile.
July 29.....	133.....	$\frac{1}{2}$ mile N.....	Lottie W., m. b.....	3,000.....	29.....	Rope in propeller; towed to a dock at Anleses.
Do.....	285.....	6 miles SSW.....	Clayton F., m. b.....	1,500.....	2.....	Struck submerged obstruction, breaking shaft and losing propeller; picked up and towed to Cheboygan.
Do.....	285.....	1 $\frac{1}{2}$ miles E.....	Yakima I., m. b.....	150.....	3.....	Engine disabled in lake; towed into harbor.
Do.....	276.....	$\frac{1}{2}$ mile N.....	—, rowboat.....	40.....	.....	Adrift and going toward dam; picked up.
Do.....	280.....	3 miles N.....	Illinoi, m. b.....	500.....	2.....	Engine disabled in lake; picked up and towed to station where repairs were made.
July 30.....	Acushnet.....	Off Whites Point, Conn.....	Submarine G-2.....	.....	3.....	Sank without warning while at anchor; picked up 4 men from water, but 1 succumbed despite efforts to resuscitate him.
Do.....	9.....	3 $\frac{1}{2}$ miles WSW.....	Sapolo, m. b.....	775.....	2.....	Missed harbor entrance and stranded; floated and taken to safe anchorage.
Do.....	75.....	1 $\frac{1}{2}$ miles W.....	—, etbt.....	50.....	3.....	Carried too much sail; capsized; occupants rescued by outsiders; righted boat, bailed her out, and towed her ashore.

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
July 30.....	133.....	5 miles NE.....	Bobbie, skiff.....			\$500.....		3.....			Engine disabled at sea; went aboard and furnished supply of fuel; conveyed boat into Hereford Inlet.
Do.....	265.....	½ mile S.....	Reggie, sloop.....			100.....					Stranded; boatmen ran away when surfmen appeared, evidently having stolen sloop; hauled boat out on beach and removed all gear.
Do.....	268.....	3 miles E.....	Esther, m. b.....			800.....		2.....			Set badly leak by striking log; taken to a dock.
Do.....	285.....	200 yards NE.....	Prairie, sloop.....			600.....		5.....			Ran ashore while beating into harbor; pulled clear and towed to a dock.
Do.....	305.....	½ mile W.....	Eula, m. b.....			600.....		2.....			Stranded on bar while entering Snake River; pulled clear.
July 30-31.	292 and 293.....	5 miles E., station 292.....	Sea Fox, m. b.....	11	Coal.....	800	\$200	3.....			Engine disabled; stranded in exposed position; floated and taken to safe anchorage; cargo was unloaded and then put back on board.
July 31.....	Bear.....	Near Ugelen, Siberia.....	Casco, sch.....	93					2	2	Picked up 2 seamen left ashore when their vessel was swept from her anchorage and to sea in a northerly blow; landed seamen at Nome.
Do.....	1.....	¼ miles SE.....	—, m. b.....			300.....		2.....			Stranded in fog; pulled clear on rise of tide and towed into Quoddy Bay.
Do.....	8.....	4 miles N.....	Phoebe M., m. b.....			600.....		4.....			Engine disabled; towed to Boothbay Harbor and set engine running.
Do.....	20.....	½ mile N.....	Whiz, m. b.....			250.....		2.....			Engine disabled off entrance to Merrimac River; towed to safe anchorage at Plum Island Point.
Do.....	23.....	At station.....							3		Sheltered overnight 3 enlisted men from U. S. S. Delaware detained ashore by heavy storm.
Do.....	105.....	3 miles N.....	Scaplane.....			12,000.....		3.....			Forced, by engine trouble to alight; towed ashore and hauled out of water.
Do.....	257.....	1 mile S.....	Adeline, m. b.....			600.....		4.....			Defective batteries; drifting out of harbor; towed to a dock.

Do.....	264.....	1/4 mile S.....	No. 7, scow.....	Stone, sand, and cement.....	4,000.....	750.....	3.....	Towing vessel unable to pull scow away from breakwater in rising wind and sea; assisted in getting scow clear and into harbor.
Do.....	264.....	do.....	No. 1, derrick.....	.....	8,000.....	.....	12.....	Do.
Do.....	266.....	Off station.....	Maurice T., m. b.....	8.....	1,000.....	.....	2.....	Engine disabled on way out of harbor; towed back to dock.
Do.....	310.....	9 miles W.....	—, m. b.....	.....	1,250.....	.....	2.....	Lost fuel through leaky feed pipe while at sea; picked up and towed into port.
Do.....	311.....	1 mile NW.....	—, m. b.....	.....	850.....	.....	2.....	Lost propeller; towed ashore.
Aug. 1.....	88.....	1/4 mile NW.....	Snail, slip.....	.....	500.....	.....	3.....	Beached at night and without anchor; in danger of drifting to sea; towed to station and made secure; shelter afforded.
Do.....	235.....	1/4 mile WNW.....	Captain Gean, m. b.....	.....	600.....	.....	3.....	Bearings burned out; towed into Erie Canal.
Do.....	236.....	1/4 mile NE.....	Mauna Loa, m. b.....	20.....	4,700.....	.....	6.....	Stranded; pulled afloat and towed to dock at Erie.
Aug. 2.....	6.....	1 mile E.....	—, m. b.....	Lobsters.....	150.....	25.....	1.....	Piece of wood hit flywheel and was hurled through boat's bottom; in danger of sinking; beached, patched, then towed to Sprucehead, Me.
Do.....	8.....	1/4 mile S.....	Lobster, m. b.....	.....	500.....	25.....	2.....	Broke crank shaft; towed to Boothbay Harbor.
Do.....	20.....	4 miles ENE.....	—, whaleboat.....	.....	200.....	.....	.....	Blown offshore; picked up and taken to safe anchorage.
Do.....	22.....	200 yards WNW.....	—, m. b.....	.....	1,000.....	.....	1.....	Broke adrift from ship and stranded; pulled clear and taken back to ship.
Do.....	23.....	1/4 mile ENE.....	—, dory.....	.....	75.....	.....	2.....	Capsized in squall; occupants rescued by outsiders; picked boat up and returned it to owner.
Do.....	30.....	3 miles NE.....	M. C. W., m. b.....	.....	700.....	.....	1.....	Engine disabled at sea; towed to anchorage inside Squish Head.
Do.....	78.....	2 miles NNW.....	Rhona, m. b.....	6.....	3,000.....	.....	2.....	Did not know channel; stranded; hove afloat with sail and windlass.
Do.....	82.....	4 1/2 miles E.....	Seaplane.....	.....	50,000.....	.....	3.....	Forced by winds to alight; being driven ashore; towed into deep water and anchored.
Do.....	107.....	1/4 mile N.....	Vagabond, m. b.....	8.....	500.....	.....	6.....	Went on sand bar in rough sea; pulled clear.
Do.....	123.....	1/4 mile ENE.....	Margaret H., slip.....	5.....	2,500.....	.....	2.....	Broken propeller shaft; towed into harbor.
Do.....	126.....	2 miles ESE.....	Heather, m. b.....	6.....	1,500.....	.....	4.....	Disrupted; helped recover spars and sails and towed boat into harbor.
Do.....	194.....	3 miles WNW.....	Reliable, m. b.....	.....	2,000.....	.....	4.....	Engine disabled while near breakers; picked up and towed to Southport.
Do.....	233.....	4 1/2 miles NW.....	.....	.....	.....	.....	1.....	Resuscitated young man who had become unconscious while aiding in recovering body of drowned girl.
Do.....	235.....	1 mile NW.....	Eagle, m. b.....	.....	1,000.....	.....	4.....	Engine disabled; blown on Heceshope Reef; pulled afloat and towed to safe place.

## REPORT OF THE COAST GUARD.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Aug. 2.....	278.....	2 miles E.....	Thomas Bradwell, m. b.....			\$400.....		1.....			Engine disabled; pounding against breakwall; towed into Calumet River.
Do.....	304.....	1 mile NW.....	Geo. A. Marr, m. b.....	5.....		500.....		5.....			Batteries exhausted; towed to a dock.
Do.....	312.....	11 miles S.....	—, m. b.....			1,000.....		1.....			Engine disabled; drifted ashore in fog; ran aground, floated vessel, and towed her to station.
Aug. 3.....	20.....	1 mile NE.....	—, m. b.....			100.....		2.....			Engine disabled; drifting to sea; towed to anchorage at Plum Island Point.
Do.....	29 and 30.....	3 miles SE., station 29.....	Rhebal, m. b.....			12,000.....		4.....			Engine disabled at sea; picked up and towed to Plymouth.
Do.....	84.....	1 mile WSW.....	Seaplane.....			20,000.....		3.....	3.....		Fell into ocean, due to broken strut; towed to station for night and to sea next day.
Do.....	267.....	14 miles S.....	Lilly C., m. b.....			350.....		3.....			Engine disabled; drifting on beach; picked up and towed to a dock at Pentwater.
Do.....	284.....	18 miles N. by W.....	Laui, slp.....			1,000.....		5.....			Lost rudder; towed to Milwaukee.
Aug. 4.....	29.....	2 miles ENE.....	—, skiff.....			20.....		3.....	3.....		Drifting to sea; picked up and towed to Brant Rock Cove and beached.
Do.....	216.....	1 mile SE.....	—, m. b.....			150.....		1.....	1.....		Engine disabled; in danger of going on rocks; towed to Texas Bayou and beached.
Do.....	270.....	10 miles S.....	Christie, m. b.....			200.....		2.....			Engine disabled in lake; picked up and towed into harbor.
Do.....	284.....	250 yards E.....	Winifred II, m. b.....	17.....		14,000.....		2.....			Engine disabled; towed to boat yard for repairs.
Aug. 5.....	1.....	3 miles E.....	Mabel, m. s.....	40.....		1,200.....		2.....			Engine disabled while near rocks in fog; picked up and taken into Quoddy Bay.
Do.....	172.....	1 mile SW.....							1.....		Boy fell overboard from skiff; rescued from water by an outsider; resuscitated by station crew.
Do.....	266.....	1 mile S.....	Maurice T., m. b. and tow.....	8.....	Gravel.....	1,000.....	\$10.....	3.....			Engine disabled; picked up and taken with loaded lighter, in tow, to a dock.
Do.....	270.....	3 miles S.....	Clara May, m. b.....			1,000.....		1.....			Stranded in fog; floated and towed to safe water.

Do.....	271.	1 mile E.....	Lady Betty, slip.....	.....	.....	200	.....	6	.....	Stranded in squall; pulled clear and taken to anchorage.
Aug. 5-6...	Seneca and 113.	$\frac{1}{2}$ mile ESE. of station.	Corapeake, str.....	2,368	.....	900,000	.....	35	.....	Failed to heed Coston signal and stranded; master failed to cooperate with Coast Guard; cutter nevertheless floated vessel.
Aug. 6.....	23.	$\frac{1}{2}$ mile S.....	740-D, m. b.....	.....	.....	500	.....	1	.....	Rope in propeller; towed to a wharf.
Do.....	50.	10 miles E.....	Rival, yt.....	.....	.....	1,000	.....	3	3	Dragged in high sea and went on ledge; pulled aloft and towed to safe anchorage.
Do.....	236.	$\frac{1}{2}$ mile ENE.....	Raymond, str.....	27	.....	4,000	.....	6	.....	Boiler disabled on way to fishing grounds; picked up and brought into harbor.
Do.....	257.	1 mile SE.....	—, m. b.....	.....	.....	300	.....	2	.....	Engine disabled; picked up and towed to a machine shop.
Do.....	273.	2 miles NW.....	—, rowboat.....	.....	.....	60	.....	3	3	Caught in squall and about to fill; took off badly frightened occupants and carried them, with their boat, to station.
Do.....	304.	3 miles SW.....	—, slip.....	.....	.....	100	.....	3	3	Caught out in squall and filled; took occupants from alongside and saved sloop.
Do.....	305.	20 yards S.....	Ukiwak, m. b.....	15	.....	1,500	.....	1	.....	Dragged and went into surf; raised anchor and made sail and took vessel well offshore.
Do.....	304.	3 miles above Oshkosh.	Arnim, m. b.....	17	.....	1,500	.....	42	.....	Engine disabled; stranded; pulled clear and towed back to dock.
Aug. 7.....	Manhattan and station 97.	$\frac{1}{4}$ miles SE. station.	Carrie A. Buckman, sch.	287	Sugar and molasses.	50,000	60,000	7	.....	Mistook bearings and stranded in fog; pulled aloft with aid of tugs.
Do.....	247.	$\frac{2}{3}$ miles N.....	Vina K., m. b.....	.....	.....	1,000	.....	3	.....	Engine disabled by boarding sea; stranded; helped load boat onto truck and bring her to station for repairs.
Do.....	259.	$\frac{1}{2}$ miles SSE.....	Manitou, m. b.....	6	Mail and supplies.	900	500	4	.....	Unable to reach dock in high sea; landed passengers and cargo; put out anchor to hold boat secure in blow, and later took her to safe place.
Do.....	269.	$\frac{1}{2}$ miles NE. by E.....	Prairie, slip.....	.....	.....	800	.....	3	.....	Missed stays and stranded; pulled clear with difficulty and towed into lake.
Do.....	280.	$\frac{1}{2}$ mile NE.....	.....	.....	.....	.....	.....	1	.....	Boy fell off pier while fishing; recovered by grapnels, and resuscitation effected.
Do.....	310.	7 miles W.....	Hilda, m. b.....	10	.....	4,300	.....	2	.....	Engine disabled at sea; picked up and towed to Ilwaco.
Aug. 8.....	20.	.....	.....	.....	.....	.....	.....	1	.....	Assisted in rescue of girl bather; restoration treatment given.
Do.....	24.	1 mile W.....	—, rowboat.....	.....	.....	25	.....	.....	.....	Parted towline and drifted ashore; picked up and restored to owner.
Do.....	113.	2 miles S.....	—, m. b.....	.....	.....	3,000	.....	7	7	Engine disabled in rough sea; taken to safe anchorage.
Do.....	233.	600 feet NE.....	Ontario, slip.....	.....	.....	1,000	.....	.....	.....	Pounding against pier; taken to shelter in yacht club basin.

*Assistance rendered by cutters and stations involving the saving of life and property—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1929 Aug. 8.....	233.....	3 miles S.....	Watertown, slip.....	.....	.....	\$300	.....	.....	.....	.....	Pounding against pier; taken to shelter in yacht club basin.
Do.....	233.....	do.....	Crusader, slip.....	.....	.....	1,500	.....	.....	.....	.....	Do.
Do.....	233.....	do.....	More Trouble, slip.....	.....	.....	1,000	.....	.....	.....	.....	Do.
Do.....	233.....	do.....	Seneca, slip.....	.....	.....	2,500	.....	.....	.....	.....	Do.
Do.....	245.....	do.....	1371-R, m. b.....	.....	.....	500	.....	5	.....	.....	Engine disabled; towed to Cheboygan.
Aug. 8-9.....	306.....	2 miles NE.....	Clam, m. b.....	9	Fish.....	4,000	\$200	2	.....	.....	Engine disabled at sea; picked up and taken to moorings in Neah Bay.
Do.....	20.....	14 miles SW.....	E 219.....	.....	.....	75	.....	5	.....	.....	Engine disabled; drifting to sea; picked up and towed to safe anchorage at Plum Island Point.
Do.....	83.....	1 mile NNE.....	Midget, m. b.....	.....	.....	700	.....	6	.....	.....	Engine disabled; towed to Bayshore.
Do.....	83 and 84.....	3 miles NE.....	Arrow, slip.....	8	.....	1,500	.....	2	.....	.....	Struck submerged buoy and sunk; floated on rise of tide by means of barrels lashed alongside; towed to Bayshore.
Do.....	220.....	7 miles NW.....	Empress, sch.....	14	Wood and coal	1,500	255	3	.....	.....	Stranded; pulled clear and guided through shoals to open water.
Do.....	233.....	1 mile W.....	GYP, m. b.....	.....	.....	800	.....	2	.....	.....	Engine disabled; towed to a dock.
Do.....	304.....	6 miles above Oshkosh.....	W. 963, m. b.....	.....	.....	200	.....	2	.....	.....	Engine disabled in lake; towed to a dock at Oshkosh.
Aug. 10.....	12.....	3 miles ESE.....	Francis, m. b.....	.....	.....	150	.....	5	.....	.....	Engine disabled; picked up and towed to Kittery, Me.
Do.....	25.....	1 mile NNE.....	Mildred G., m. b.....	.....	.....	400	.....	18	.....	.....	Engine disabled; taken to safety.
Do.....	73.....	1 mile N.....	Twilight, cat.....	.....	.....	200	.....	.....	.....	.....	Engine disabled; taken to station.
Do.....	78.....	1 mile ESF.....	Mabel B., m. b.....	.....	.....	2,500	.....	8	.....	.....	Stranded; ran anchor and pulled clear.
Do.....	196.....	1 mile E.....	Morning Star, m. b.....	.....	.....	2,000	.....	2	.....	.....	Assisted ashore two women bathers who had gotten beyond their depth.
Do.....	279.....	3 1/2 miles N.....	.....	.....	.....	.....	.....	.....	.....	.....	Engine disabled in lake; towed to Jackson Park and turned over to private launch.
Do.....	282.....	300 yards N.....	.....	.....	.....	.....	.....	.....	1	.....	Resuscitated bather taken from water by outsiders.
Do.....	284.....	400 yards SW.....	Regis, slip.....	.....	.....	300	.....	4	.....	.....	Mast carried away; water-logged; took occupants off and towed sloop to yacht club.

Do.	300.	2 miles NE.	Irene, m. b.			500	2	1	Engine disabled; picked up and taken to station.
Do.	321.	$\frac{1}{2}$ mile SSW							Swam out and brought ashore a boy rather endangered following capsizes of boat in which he and playmates were frolicking.
Do.	323.	$2\frac{1}{2}$ miles SW	—, m. b.			500	2		Lost propeller outside Golden Gate; picked up and drifted into harbor.
Aug. 11.	20.	2 miles NE.	—, dory.			15	1	1	Broke ear, and drifted to sea; picked up and towed to Plum Island Point.
Do.	132.	1 mile S.	Mattie B., m. b.			400	1		Engine disabled; drifted out over bar and capsized; occupant rescued by outsider; boat righted and hauled out.
Do.	153.	$2\frac{1}{2}$ miles SE	—, m. b.	Fish.		1,500	10		Out of fuel; towed to station wharf to enable boatman to procure supply.
Do.	280.	1 mile SE.	S-717, m. b.			800	5		Engine disabled; towed to slip at Chi cago and moored.
Do.	284.	50 yards S.	Windward, slip.			2,000	4		Broke anchor chain; drifting toward breakwall; towed to safe mooring.
Do.	303.	$\frac{1}{2}$ mile W.	Defiance, m. b.	7		4,000	2		Stranded on bar while going out of Snake River; pulled into deep water.
Do.	306.	do.	Dawn, m. b.			2,500			Dragged anchors; towed to mooring at station.
Aug. 12.	29.	4 miles NE.	707, m. b.			500	2		Engine disabled at sea in rough wind; brought into harbor.
Do.	30.	$\frac{1}{2}$ mile S.	—, m. b.			400	1		Engine disabled; towed to moorings at Saguenay Head.
Do.	304.	1 mile W.	George A. Marr, m. b.	5		500	1		Engine disabled; picked up and taken to a dock.
Aug. 13.	58.	2 miles NW	Amber-jack, slip.			1,000	3		Stranded; floated on rise of tide and taken to safe mooring.
Do.	59.	3 miles SW	Fayolne, m. b.	Fish.		750	2		Engine disabled; picked up and towed with much difficulty into Fishers Island Sound.
Do.	72.	2 miles W	Uthenia, m. b.			2,500	5		Stranded; floated and piloted to safe water.
Do.	109.	$1\frac{1}{2}$ miles SW	Vinitia, m. b.				2	2	Unable to return ashore in gale; took occupants off; boat sunk.
Do.	123.	$\frac{1}{2}$ mile N	Seaplane.			5,000			Removed to place where storm would not damage it.
Do.	133.	$\frac{1}{2}$ mile NNW	Lottie W., m. b.			3,000			Pounding against dock; taken to safe mooring.
Do.	141 and 142.	$2\frac{1}{2}$ miles S	Nan, m. b.	7 Fish.			2	1	Broke adrift and capsized; boat lost; engine saved; one man drowned; other man found on beach in serious condition, given restorative treatment.
Do.	234.	4 miles W	—, m. b.			300	1		Engine disabled; towed to dock at Niagara.
Do.	235.	$\frac{1}{2}$ mile NW	Oriole, m. b.			500	5	5	Capsized by wash from passing steamer; took all hands from water; succored at station; saved boat.

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Aug. 13	266	½ mile W.	Ruth, m. b.			\$150		3			Engine disabled; picked up and taken to safety.
Do.	266	½ mile W.	Black Hawk, m. b.	10	Fish.	600	\$40	2			Batteries gave out while entering harbor; towed in to a dock.
Do.	305	½ mile S.	Ukiwak, m. b.	15		1,500		1			Fouled anchor and started to drag into surf; boarded vessel, cleared anchor, made sail and took her to safe water.
Do.	305	20 yards S.	—, dory			50		2	2		Capsized in surf while making way off shore; station crew formed chain and rescued boatman; dory recovered.
Do.	306	20 miles S.	Dixie M., m. b.	8		4,500		2			Engine disabled; proceeded 20 miles to vessel and towed her into Neah Bay.
Do.	311	4 miles W.	—, m. b.			1,100		2	2		Swamped in breakers; floated and towed to station.
Aug. 14	Manhattan	East River, N. Y.							1		Went aboard and rescued man who had jumped into water with suicidal intent; took man to hospital.
Do.	Manhattan	North River, N. Y.	Hanoh, U. S. S.	203		50,000		40			Machinery disabled; helpless in tide; towed to a dock.
Do.	23	2 miles WSW	Wild Goose II, m. b.			5,000		3			Engine disabled in gale and high sea, leaving boat helpless in dangerous position; taken to safe anchorage.
Do.	23	800 yards N.	Aurora, yt.			300		1			In exposed place, in danger of stranding; taken to safe anchorage.
Do.	24	½ mile S.									Help get boats up on beach beyond tide.
Do.	25	½ mile SW	Helina, m. b.								Adrift; picked up and taken to safe anchorage.
Do.	25	½ mile SW	Sherley, m. b.			700					Do.
Do.	27	½ mile N.	Green Dragon, m. b.			400		1			Chasing at mooring; bailed out and made secure for weathering storm.
Do.	31	200 yards SE.	Brat, slip			100					Parted mooring and stranded; hauled up clear of tide.
Do.	31	do.	Claretta, m. b.			200					Bumped into by another boat and hull punctured; towed ashore.
Do.	31	do.	934-E, m. b.			300					Filled by boarding seas, helped free of water and hauled out on beach.



Do.....	58.....	1 mile NW.....	566-J, m. b.....	.....	.....	600.....	.....	.....	Parted mooring and stranded; floated on rise of tide and taken to wharf.
Do.....	79.....	2 miles W.....	Mabel Jewel, m. b.....	6.....	.....	3,000.....	.....	.....	Parted mooring and went on flats; floated and towed to station, where owner took charge of her.
Do.....	80.....	4 mile E.....	Pony, m. b.....	.....	.....	300.....	.....	.....	Cable parted; stranded and filled; floated and bailed out and taken to station.
Do.....	82.....	3 miles W.....	Tiana, m. b.....	.....	.....	3,000.....	3.....	.....	Went ashore in choppy sea; hauled off.
Do.....	82.....	4 mile N.....	—, cat.....	.....	.....	250.....	.....	.....	Broke moorings and collided with dock; taken to safety.
Do.....	82.....	1 mile WNW.....	—, m. b.....	.....	.....	100.....	.....	.....	Sunk at moorings; bailed out and hauled up on beach.
Do.....	82.....	do.....	—, m. b.....	.....	.....	150.....	.....	.....	Broke moorings and went ashore, sinking; bailed out and hauled up on beach.
Do.....	82.....	do.....	—, m. b.....	.....	.....	200.....	.....	.....	Filled at moorings; bailed out and hauled up on shore.
Do.....	82.....	do.....	—, m. b.....	.....	.....	300.....	.....	.....	Broke moorings and collided with dock; bailed out and returned to moorings.
Do.....	82.....	4 mile N.....	—, cat.....	.....	.....	100.....	.....	.....	Broke moorings and collided with dock; bailed out and hauled up on beach.
Do.....	82 and 83.....	2½ miles E. station 83.....	Marguerite, m. b.....	.....	.....	600.....	.....	.....	Broke moorings in gale and stranded; floated and towed to Ocean Beach.
Do.....	83.....	2½ miles ENE.....	—, sibt.....	.....	.....	900.....	3.....	2.....	Anchored offshore in rough sea; 2 of occupants came ashore for safety, and were succored; went off and made boat secure and brought seasick man ashore.
Do.....	83 and 84.....	2½ miles WNW.....	Long Island, m. b.....	10.....	.....	1,200.....	.....	1.....	Engine disabled; went on bar; floated, engine started, and sent on way.
Do.....	87.....	2 miles NE.....	—, m. b.....	.....	.....	200.....	.....	.....	Lost propeller; towed to Amityville.
Do.....	110.....	1½ miles N.....	—, cat., m. b., and bateau.....	.....	.....	700.....	.....	.....	Broke moorings in storm; struck bridge and sunk; towed to harbor.
Do.....	112 and 113.....	4 miles S. station 112.....	Pearl, m. b.....	.....	.....	5,000.....	.....	2.....	Stranded and sunk in storm; righted and blocked up.
Do.....	112 and 113.....	3 miles S. station 112.....	Home Comfort, h. b.....	31.....	.....	2,000.....	.....	8.....	Dragged in gale; raised anchor and towed boat to Forked River.
Do.....	112 and 113.....	1 mile W. station 113.....	—, sneak box.....	.....	.....	500.....	.....	.....	Broke moorings in gale and capsized; righted and towed to safety.
Do.....	113.....	1 mile N.....	Swallow II, m. b.....	.....	.....	500.....	.....	1.....	Engine disabled in storm; towed to safe harbor; food and clothing supplied.
Do.....	119 and 120.....	1½ miles SW. station 119.....	Lolita, slip.....	.....	.....	5,000.....	.....	3.....	Parted cable in storm and went ashore; 2 of occupants succored at station 120; floated on 17th; man lost overboard before vessel went adrift.
Do.....	128.....	1½ miles SSW.....	Maud F., slip.....	14.....	.....	2,000.....	.....	.....	Broke anchor line and filled; towed ashore and handed over to owner.
Do.....	130.....	1½ miles SW.....	Wosox, m. b.....	.....	.....	1,500.....	.....	.....	Went adrift in storm; badly damaged; pumped out and towed to Townsend Inlet.

*Assistance rendered by cutters and stations involving the saving of life and property—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919. Aug. 14.	130.	1 mile SSE.	Tautog, m. b.			\$300					Went adrift in storm; towed into Townsend Inlet with great difficulty.
Do.	137.	1½ miles SE.	—, m. b.			125					Went adrift and sunk; removed to station and held for claimant.
Do.	235.	1 mile NW.	Dad, m. b.			500		1	1		Out of fuel; drifting toward reef; towed to place of safety.
Do.	247 and 248.	8 miles N. station 247	Manistique, str.	474	Coal.	75,000	\$2,000	14			Stranded in fog; landed muster, took soundings; jetisoned coal; vessel floated on rise of tide.
Do.	310.	3 miles SW.	Nat, m. b.	8		3,500					Parted line and drifted seaward; picked up and returned to owner.
Aug. 15.	9.	½ mile NE.	990-B, m. b.			150		2	2		Engine disabled in choppy sea; brought ashore.
Do.	24.	½ mile SE.	Wizard, m. b.			250					Parted line in gale and went on rocks; floated and towed to station and beached.
Do.	77.	2 miles N.	—, m. b.			300		5			Batteries dead; stranded; towed into port.
Do.	77.	2 miles WNW.	Katherine, m. b.	26		7,000		7			Stranded; floated and piloted to safe anchorage.
Do.	112.	1½ miles SSW.	Sallie Thomas, slip.			500		2			Broke cable in storm and stranded; floated and turned over to owner.
Do.	113.	1½ miles W.	—, sneak box.			150					Capsized in storm; righted and towed to safe harbor.
Do.	241.	½ mile N.	Glendale, m. b.			225		5			Engine disabled; towed to a pier.
Do.	267.	½ mile W.	—, canoe.			40		2	2		Capsized; took men from water along side; also saved canoe.
Do.	310.	9 miles WNW.	Betsie, m. b.	7		2,650		2			Propeller shaft broken; adrift in ocean; towed into harbor.
Aug. 16.	73.	1½ miles NW.	Rip, cat.			350		4			Capsized while tacking; party on board picked up by passing launch; righted and towed to station.
Do.	81.	2 miles E.	—, sbt.			100		2			Went on beach; floated on rise of tide.
Do.	236.	½ mile W.	Monetta, m. b.			100		3			Engine disabled; picked up and towed to moorings.

Do.	239	1 mile NW	Welcome, m. b.	12		4,000	2	2	Engine disabled while towing scow into harbor in gale; in danger of going on rocks; picked up and taken to safety.
Do.	241	$\frac{1}{2}$ mile W	—, m. b.			75	3	3	Engine disabled in squall; towed to shelter at Erie Beach.
Do.	263	$\frac{1}{2}$ mile SW	Alf, m. b.	11	300	2,000	3	1	Engine disabled; dangerously near surf; towed to a dock.
Do.	271	800 feet E	—, canoe.			50	1	1	Capsize; picked occupant up; also saved canoe.
Do.	271	$\frac{1}{2}$ mile N	Dore, m. b.			150	2	2	Engine disabled; picked up and towed to station.
Do.	324	150 yards S						6	Removed 6 persons from beneath overturned automobile; sent 3 to hospital.
Aug. 16-17	119 and 120	2 miles NNE	Lolita, sp.			3,000	3		Stranded Aug. 14; floated by use of rollers.
Aug. 17	58	3 miles NNW	Amber-jack, slip			1,000	3		Rudder carried away; compelled to anchor on lee shore; picked up and taken to harbor.
Do.	77	$2\frac{1}{2}$ miles N by E	Dogmar, m. b.			700	2	2	Engine disabled; anchored in heavy sea; took off 1 occupant with difficulty and towed boat to port.
Do.	78	$1\frac{1}{2}$ miles NW	Wanda, slip			600	7		Stranded; pulled clear and sent on way.
Do.	87	1 mile NW	Lark, m. b.			400	7		Engine disabled; drifting toward a shoal; towed to place of safety.
Do.	99 and 100	$1\frac{1}{2}$ miles S, station 99.	Vixen, m. b.				1	1 1	Went on pile in gale and capsized; threw boatman ring buoy and hauled him out; boat total loss; success afforded.
Do.	113	3 miles N	—, skiff			280			Broke cable and sunk in rough sea; righted, bailed out, and taken to safe harbor.
Do.	280	5 miles NE	Hazel B, m. b.			2,500	19	19	Engine disabled in squall; towed into Chicago harbor.
Do.	281	$2\frac{1}{2}$ miles N	Dellmore, m. b.	17		2,000	12		Stranded at canal entrance; released by running kedee anchor.
Do.	288	3 miles S	Restless, m. b.			2,500	18		Crank shaft broken; towed to Two Rivers and moored.
Do.	310	3 miles SSW	Miriam, m. b.	8		5,250	2	2	Stranded in thick weather on Peacock Spit; towed out of danger with great difficulty.
Aug. 18	1	$2\frac{1}{2}$ miles E	L. E. Russell, m. b.			500			Engine disabled; towed to Lubec.
Do.	23	$\frac{1}{2}$ mile N	Ratter, ywl			50	2		Stolen, and abandoned in surf; floated and towed to station and held for claimant.
Do.	25	$\frac{1}{2}$ mile SW	Sadie Mack, m. b.			500			Adrift; picked up and safely moored.
Do.	25	$\frac{1}{2}$ mile SW	Minnie, cat.			300			Yarded mooring and went on beach; pulled astern and restored to owner.
Do.	25	$\frac{1}{2}$ mile SW	Marjorie, cat.			500			Went ashore, picked up and safely moored.
Do.	29	$\frac{1}{2}$ mile SE	—, rowboat			15			Washed off beach by rough sea; taken to place of safety.
Do.	29	do.	—, rowboat			15			Do.
Do.	29	do.	—, rowboat			10			Do.

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Aug. 18.	241.	½ mile W.	Glendale, m. b.			\$225		3			Engine disabled; drifting toward rocks; picked up and towed to harbor.
Do.	264.	220 yards NW							1		Surman Harold H. Hanson plunged into the water and brought ashore a lad, imperiled after diving off a pier.
Do.	306.	7 miles N.	Jessie, m. b.			3,000		1			Out of fuel while at sea; towed into Neah Bay.
Aug. 19.	146.	125 yards ENE.							3		Surman Thomas T. Moore plunged into surf with ring buoy and assisted 3 exhausted bathers ashore.
Do.	236.	½ mile SW	N-746, m. b.			700		1			Engine disabled; picked up and towed to safe mooring.
Do.	237.	6 miles NE.	Willis W., m. b.			3,050		4			Out of fuel in lake; brought into harbor.
Do.	280.	¾ mile E.	Hazel B., m. b.	5		3,000		2			Engine disabled in lake; towed into Chicago River.
Aug. 20.	81.	1½ miles N.	—, canoe.			45		2	2		Capsized; nicked occupants up and recovered canoe.
Do.	271.	7 miles S.	Louis Pahlow, str.	366	Lumber.	20,000	\$18,000	17			While trying to tow barge Delta into Saugatuck, stranded at mouth of harbor; planted anchor and ran lines and helped throw overboard 150,000 feet of lumber; vessel then floated clear.
Do.	272.	14 miles S.	Norma-Nell, m. b.	10		5,000		8			Out of fuel in lake; proceeded 14 miles to vessel, and towed her to harbor.
Do.	283.	1½ miles E.	Alice, m. b.		Fruit.	3,000	2,000	5			Engine disabled in lake; towed to harbor.
Aug. 20-21.	29.	4 miles SSE.	Sadie M., m. b.			500		3			Engine disabled at sea; towed to Green Harbor; 2 of boatmen capsized while trying to land through surf, but reached shore; tender also picked up.
Aug. 21.	Voyager.	Hay Lake.	Gypsy Queen, m. b.			500		2			Engine disabled while on lee shore; picked up and towed 9 miles to Sault Ste. Marie.
Do.	246.	½ mile SE.	—, skiff.			25					Went adrift; recovered and restored to owner.

Do.	271.	1/2 mile NW.	Delta, bgs.	269	Lumber.		7	7	
Aug. 21-22.	53.	3 miles NE.	Neva, m. b.			500	3	.....	Parted towline while entering harbor in tow of Str. Louis Pahlow; went on beach and broke up; took off crew with boat. Engine disabled; went out and anchored boat and brought crew ashore; next day repaired engine and put boatmen back on board. Got out of channel and stranded; worked afloat and towed to harbor.
Do.	269.	4 miles NE.	Windward, ywl.			1,500	3	.....	Vessel, containing 1,000 gallons of gasoline, took fire; towed away from fleet of boats and beached; then helped subdue flames.
Aug. 22.	25.	1/2 mile N. by W.	Sea Sled, m. b.			75,000	2	.....	Engine disabled; picked up and taken to safe place.
Do.	92.	4 miles E.	Anna A., m. b.			1,000	2	.....	Crank shaft broken; picked up and brought to station.
Do.	293.	3 miles NW.	Chief, m. b.			200	1	.....	Out of fuel; supply loaned; engine becoming disabled, towed boat into St. Lucie Inlet.
Aug. 22-23.	207.	5 miles N.	—, m. b.			1,250	3	.....	Engine disabled; towed to Rye, N. H. Stranded; ran anchor and piloted into deep water.
Aug. 23.	15.	3 1/2 miles SE.	Lady Dotts, m. b.			500	2	.....	Went on ahead; ran anchor and with aid of vessel's engine worked her afloat.
Do.	72.	2 miles W.	Admiral, sch.	19		10,000	2	.....	Capsized in breakers; picked up boatmen, who were barely able to keep above water; boat lost.
Do.	45.	3 miles N. by W.	—, bateau.			3,000	5	.....	Stranded; ran anchor and floated vessel.
Do.	135.	1/2 mile ENE.						2 2	Surfmen plunged into water and rescued 2 women and 1 man, bathers; Surfman Ericson, of station 293, seriously imperiled his life while engaged in rescue.
Do.	188.	2 miles NNE.	Captain, m. b.		Fish.	10,000	12	.....	Capsized; took occupants from alongside; righted sloop and towed it ashore.
Do.	262 and 263.	1/2 mile NW. station 263.						3	Do.
Do.	268.	1 mile E.	Opitash, slip.			800	4	4	Engine disabled; towed to landing.
Do.	268.	1 1/2 miles SE.	Cleatasc, slip.			500	2	2	Engine disabled; towed to dock where repairs could be made.
Do.	280.	1/2 mile E.	No. 83, m. b.			1,000	1	.....	Engine disabled; towed to Portsmouth, N. H.
Do.	297.	4 miles NE.	—, m. b.	10		700	3	.....	Engine disabled; compelled to anchor on dangerous bar; picked up and taken to safe anchorage.
Do.	304.	1/2 mile S.	—, m. b.			1,000	6	.....	Capsized in squall; occupants picked up by outsiders; recovered and taken to landing.
Aug. 24.	12.	1/2 mile SSW.	Virginia, m. b.			500	7	.....	
Do.	20.	1/2 mile E.	Gertrude, m. b.			200	4	.....	
Do.	25.	1/2 mile WSW.	—, ywl.			40	2	.....	

*Assistance rendered by cutters and stations involving the saving of life and property—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919 Aug. 24.	25.	½ mile SW.	Olga, cat.			\$400		3			Parted sheets in squall; towed to landing.
Do.	25.	1 mile W.	Diana, cat.			175		3			Stranded in squall; pulled clear and towed to safety.
Do.	25.	1½ miles SW.	Tarpon, slp.			1,100		9			Parted sheet in squall; towed to safety.
Do.	25.	¾ mile W.	No. 699, m. b.	5		130		4			Engine disabled; towed to landing.
Do.	25.	1 mile NNW.	Kenneth D., m. b.			350		2			Blown ashore in squall; pulled clear and towed into harbor.
Do.	109 and 110.	¾ mile S. station 109.	Indian, m. b.			1,000		4			Collided with submerged wreck; run ashore to prevent sinking; hauled out on beach, and launched several days later.
Do.	191.	1 mile E.	—, m. b.			300		3			Engine disabled; towed to Moorehead City.
Do.	232.	4½ miles E.	Happy Hooligan, m. b.			100		2			Went ashore in high sea and wind, losing rudder and shoe; pulled afloat and towed to safety.
Do.	240.	4 miles ENE.	No. 838, m. b.			300		3			Engine disabled in lake; picked up and taken into Lorain.
Do.	258.	500 feet W.						1	1		Threw ring buoy to imperiled woman and hauled her out.
Do.	273.	13 miles N. by E.	Egen No. 437, m. b.			500		1	1		In lake with engine disabled and steering gear broken; full of water; towed into St. Joseph.
Do.	279.	1 mile SE.	—, canoe.			125		1	1		Capsized in rough sea; picked up occupants and recovered canoe.
Do.	285.	1 mile S.	row boat.			20					Adrift in lake; picked up.
Do.	286.	4 miles NE.	No. W-329, m. b.			300		2			Engine disabled; stranded and filled; floated and taken to dock at Two Rivers.
Do.	290.	¾ mile NE.	W-184, m. b.			125		4			Engine disabled; towed to station wharf.
Do.	310.	4 miles SSE.	H-E., m. b.	8		4,800		2	2		Stranded in fog on Peacock Spit; passed line and towed boat to safety.
Do.	310.	do.	Kiwaunda, m. b.	28		12,250		1	1		In breakers on Peacock Spit; picked up and taken to safe water.

Do.	322 and 323.	14 miles NW station 323.	Elaine, m. b. and tow.	14	6,000	2	Line in propeller, drifting to sea; occupants taken off by private launch; boat picked up and taken to station 323.
Aug. 25.	Tuscarora.	Cape Antonis.	Cruso, str.	2,442	500,000	43	Went on reef; pulled clear.
Do.	21.	24 miles SW.	832-E, m. b.	Lumber.	300	3	Engine disabled; stranded; floated and towed to anchorage at Hog Island.
Do.	30.	3 miles W.	Virginia, slip.		400	7	Dragged anchor and stranded; carried party to Duxbury; floated boat and towed it to shipyard for repairs.
Do.	45.	5 miles NNW.	C-2349, m. b.		600	1	Compass lost and fuel exhausted at sea in stormy weather; out 2 days when found by station crew and taken into Nantucket.
Do.	61.	5 miles SE.	Ida M., m. b.		500	2	Engine disabled at sea in storm; went out in hired boat and brought launch into harbor.
Do.	119.	14 miles W.	Sarah, m. b.		1,000	1	Went on bar; floated Sept. 1, after several days' effort.
Do.	236.	14 miles N.	William S., m. b.	8	2,600	4	Engine disabled; towed to moorings.
Do.	264.	800 feet W.	Skidoo P. 609, m. b.		150		Parted line in gale and stranded; pulled clear and turned over to owner.
Do.	273.	5 miles SW.	Delight, slip.	7	700	2	Spring leak and filled; towed to station and beached.
Do.	300.	8 miles NW.	Valkyrie, m. b.		1,500	3	Unable to make harbor in heavy sea; towed in.
Do.	306.	7 miles W.	Olga, m. b.	Fish.	1,500	1	Collided with another launch and filled; picked up and taken to Neah Bay.
Aug. 26.	6.	1 mile N.	—, rowboat.		50	3	Went aground; pulled clear and taken to Lobster Cove.
Do.	21.	2 miles N.	C-1472, m. b.		150	2	Went aground; in danger of heeling over; floated and piloted to safe water.
Do.	44.	4 mile SE.	377-D, m. b.		1,000	2	Rudder post broken, preventing steering; towed to a wharf.
Do.	274.	4 mile E.				1	Rescued drowning boy and resuscitated him.
Do.	281.	3 miles NE.	Welton, m. b.		1,500	2	Engine disabled; occupants seasick; towed into safe water.
Do.	281.	4 mile N.				3	Brought ashore a woman and 2 men, imperiled by underflow.
Do.	310 and 311.	4 miles SSE. station 310.	Columbia II, m. b.	32	8,000	7	Collided with buoy in fog; filled and went on Clatsop Spit; recovered scow, and after 30 hours' work floated boat and saved her.
Aug. 27.	St. Marys River	St. Marys River.	R-222, m. b.		250	14	Went on reef; landed passengers and pulled boat clear.
Do.	39.	Off station.				1	Stamen Dangle, Crosby, Horton, and Rose rushed into water fully dressed and rescued girl father.

## REPORT OF THE COAST GUARD.

*Assistance rendered by cutters and stations involving the saving of life and property—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Aug. 27	123 and 125	$\frac{1}{2}$ mile E. station 125.	—, skiff.						1		Resuscitated boy bathed taken from water by outsiders.
Do.	232	1 mile WNW	Lieut. Harry Crosby, m. b.	30		\$50					Parted towline; in danger of going on breakwater; picked up and returned to owner.
Do.	235	$\frac{1}{2}$ mile W	—, slip.			30,000		6			Engine disabled in lake; towed in to a wharf.
Do.	267	7 miles N	White Elephant, m. b.			150		2			Went adrift and filled; bailed out and towed to a dock.
Do.	276	400 yards NE	Seaplane No. 2241			75					Went adrift; picked up and held for claimant.
Aug. 28	41	4 miles N	Flora, m. b.			500		2			Stranded; pulled clear and towed to naval air station at Chatham.
Do.	88	$1\frac{1}{2}$ miles WSW						7			Engine disabled in channel; towed to destination.
Do.	89	$\frac{1}{2}$ mile S.							1		Picked up exhausted swimmer who was trying to reach a seaplane half a mile offshore.
Do.	272	1 mile N	Venus, m. b.			1,200		3			Engine disabled; towed in to a dock at South Haven.
Do.	273	8 miles SW	Sea Wolf, m. b.	5		1,000		2			Engine disabled in lake; picked up and towed to station.
Do.	280	7 miles NNE	Three rowboats.			150					Adrift in lake; picked up and returned to owner.
Do.	280	6 miles SE	—, rowboat.			50					Do. disabled; towed to Kittery Point, Me.
Aug. 29	12	$\frac{1}{2}$ mile ESE	Susie, m. b.			400					Stranded and became water-logged; bailed out, floated, and towed to safety.
Do.	16	$1\frac{1}{2}$ miles SW	A-2668, m. b.			150		1			Rescued swimmer taken with cramps.
Do.	23	$\frac{1}{2}$ mile E. by S	Leonore, m. b.						1		Spring leak; beached to prevent sinking; pulled clear and towed to safe place and grounded.
Do.	55	$2\frac{1}{2}$ miles NNE				600		5			



Do.....	123.....	8½ miles N.....					9.....	Went offshore with fishing party and stranded on mud flat; party on board 28 hours without food; boat found and 8 passengers taken to Atlantic City.
Aug. 30.....	29.....	4 miles N.....	Chick B., m. b.....		300.....		9.....	Engine disabled at sea; towed into Green Harbor with great difficulty.
Do.....	44.....	2 miles SW.....	Marguerite, m. s.....	113 Coal.....	10,000.....	\$1,800.....	2.....	Stranded in fog, made sail and floated vessel on flood tide and piloted her to safe water.
Do.....	107.....	500 yards N.....	White Lamb, sneak box.....		200.....		6.....	Capsized in race; picked up and towed to place of safety.
Do.....	107.....	½ mile N.....	Spark Plug, sneak box.....		150.....		6.....	Do.
Do.....	125.....	3 miles NW.....	Cycle, m. b.....	10.....	2,000.....		1.....	Stranded on flats; found after nightfall and towed to Atlantic City.
Do.....	144.....	8 miles SSW.....	—, bateau.....				2.....	Capsized in squall; righted, hauled out, and sent safely on way.
Do.....	241.....	3 miles NE.....	Beatrice, m. b.....		300.....		6.....	Engine disabled; towed to dock at Sandusky.
Do.....	279.....	1½ miles NW.....	St. Claire, slip.....		600.....		3.....	Damaged in squall while racing; towed into harbor.
Do.....	279.....	do.....	Pilot, slip.....		600.....		4.....	Do.
Do.....	279.....	do.....	Prairie, slip.....		800.....		6.....	Do.
Do.....	279.....	do.....	Quest, ywl.....		500.....		5.....	Forseet afloat propeller, leaving boat at mercy of wind and sea; picked up and brought safe into port.
Do.....	282.....	1 mile SE.....	Bess, m. b.....		100.....		3.....	Engine disabled; unable to make harbor under sail; towed in to a dock; Keeper Burnham plunged into water and rescued exhausted swimmer; restorative treatment given.
Do.....	297.....	do.....	—, m. b.....		700.....		3.....	Engine disabled; taken to moorings. Lost propeller; towed to Plymouth.
Aug. 31.....	20.....	½ mile S.....					1.....	Unshipped propeller; towed to Townsend Inlet.
Do.....	25.....	½ mile E.....	Lily, m. b.....		350.....		6.....	Rescued man who had jumped off pier and resuscitated him.
Do.....	30.....	½ mile S.....	—, m. b.....		200.....		2.....	Engine disabled; towed to moorings.
Do.....	130.....	2 miles SSE.....	—, m. b.....		300.....		3.....	Engine disabled in lake; towed into harbor.
Do.....	232.....	500 feet W.....					1.....	Capsized; occupants rescued by outsider; recovered boat and towed her to a dock.
Do.....	236.....	½ mile SSW.....	K-3, m. b.....	5.....	1,000.....		4.....	Engine disabled outside harbor; in danger of being run down; picked up and taken to a slip.
Do.....	236.....	½ mile SW.....	N-473, m. b.....		2,200.....		2.....	Engine disabled; compelled to anchor in fog; towed to Isles of Shoals, and thence, on 3d, to Portsmouth.
Do.....	269.....	1½ miles NE, by E.....	Eagle, slip.....		100.....		2.....	Fouled propeller while dragging for fish; towed to dry dock at Plymouth.
Do.....	304.....	1 mile NE.....	U-704, m. b.....	5.....	700.....		6.....	
Sept. 1.....	14.....	3 miles W, by N.....	Catchmache, m. b.....		500.....		8.....	
Do.....	30.....	7 miles NE.....	Marsala, m. b.....	Fish.....	4,000.....	200.....	7.....	

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919. Sept. 1.	57.	4 miles E.	Scout, m. b.	10		\$2,000		3			Engine disabled in fog; party of 3 capsized while trying to land in tender, but safely made shore; went aboard and started engine and ran boat to safe water.
Do.	97.	3 mile W.	Ida, m. b.			1,000		10			Engine disabled; towed to safe anchorage at Atlantic Highlands.
Do.	247.	1½ miles S.	Virginia, m. b.			300		3			Engine disabled; picked up and taken to station.
Do.	264.	2½ miles NW.	Keeto P. 17, m. b.			400		3			Batteries dead in lake at night; picked up and brought into harbor.
Do.	271.	½ mile SW.	—, canoe.			40		2	2	2	Capsize in lake; picked up occupants and recovered canoe; succor and restoratives given.
Sept. 1-2.	58.	300 yards W.	Scout, m. b.			2,000		3			Engine disabled; took boat to safe anchorage; later made repairs and piloted boat out of bay en route to New York.
Sept. 2.	Ossipee.	Off Petit Manan light.	Neptunestr. and tow.	117		58,000		10	10		Roller of Neptune burst while at sea; proceeded 120 miles, picked up tug and barge and towed them with difficulty to Ram Island Light, where they were turned over to a tug that had been sent for.
Do.	50.	3 mile W.	Mildred, m. b.		Lobsters.	1,000	\$25	1			Engine disabled; towed to safe anchorage at Cattyhook.
Do.	132.	3 mile ENE.							1		Resuscitated man taken from water by outsiders.
Do.	287.	3 mile S.	R. 887, m. b.		Fruit.	400	300	3			Engine disabled in lake; towed to landing in harbor.
Sept. 3.	24.	3 mile E.	—, m. b.			300		1			Engine disabled; picked up and towed to Swampscott.
Do.	30.	1 mile WSW.	Fortuna, m. b.		Fish.	1,000	50	4			Went on shoal while returning from fishing grounds; pulled clear and anchored in deep water.
Do.	72.	2 miles W.	Henrietta F., m. b.	15		6,000		2			Engine disabled; stranded; made repairs and pulled boat into deep water.



## REPORT OF THE COAST GUARD.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919. Sept. 8.	20.	1 mile N.	Helen V., m. b.			\$2,000		2			Engine disabled outside harbor with storm threatening; picked up and taken in to a wharf.
Do.	22.	2½ miles NNW.	C. 814, m. b.			350		1			Engine disabled; anchored near breakers; picked up and towed to Lanesville.
Do.	23.	1 mile NE.							3		Brought ashore 3 boys discovered drifting out of harbor on a raft during a storm.
Do.	23.	1½ miles NE.	—, dory.			10		1			Capsized in storm; occupant rescued by outsider; recovered dory.
Do.	23.	3 miles WSW.	T. W. Allen, sch.	113	Coal.	2,500	\$1,335	3	3		Partly dismasted in storm; picked up and towed to Salem.
Do.	25.	1 mile N.	Isabel, m. b.			300		2			Collided with bridge; towed to mooring.
Do.	25.	do.	—, m. b.			150		1			Collided with bridge in blow; taken to landing.
Do.	77.	1½ miles N. by E.	Petrel, m. b.			800		3			Engine disabled; towed to station, engine repaired, and boat piloted to safe anchorage.
Sept. 9.	24.	3 miles W.	Culater, m. b.			1,000					Dragged anchor in blow; picked up in dangerous position and towed to Lynn.
Do.	25.	1 mile WSW.	Helina G., m. b.			300					Parted line in rough sea; towed to safe mooring.
Do.	25.	1 mile WSW.	Hush, slip.			400					Do.
Do.	25.	1 mile W.	Minerva, slip.	7		500		2			Parted main sheet and lost anchor in rough sea; towed to Freeport.
Do.	25.	Off station.	Limit, slip.			300					Capsized in squall; occupants reaching shore unaided; picked boat up and took it to moorings.
Do.	30.	2 miles W.	—, slip.			300		2			Dragging anchors in rough sea; towed to a wharf and restored to owner.
Do.	31.	1½ mile ESE.	Jada, m. b.			200					Rudder broken; picked up and taken to safe anchorage.
Do.	247.	1 mile SE.	Friendship, sch.			1,150		1			Parted line and stranded; pulled clear and taken to station.
Do.	283.	2 miles S.	—, slip.			135		1			

Sept. 10...	30	3 miles F.N.E.	—, seine boat.	1,700				Parted line in storm; picked up and towed to station and restored to owner.
Do.....	105	3 miles N.	Seaplane.	30,000	4			Disabled and compelled to alight in ocean; towed in near shore; occupants landed and plane supplied with fuel.
Do.....	238	1 mile N.E.	Evelyn, m. b.	600	3	3		Engine disabled; in breakers on beach; towed to station and hauled out; succor afforded.
Do.....	258	8 miles N.	Ethel S., m. b.	2,800	4			Engine disabled; responding to torch signal, went out and towed boat in.
Sept. 9-11..	Tuscarora.	Key West.	Hydrographer, str.	Unkn.	22	22	22	Dragged in hurricane and went against Tuscarora; put crew aboard cutter and set vessel adrift; she then went on flats with little damage; succor given.
Sept. 11...	103	$\frac{1}{2}$ mile S.				1		Resuscitated man taken from water by outsiders.
Do.....	105	200 yards E.	Seaplane.	30,000	3			Engine disabled; forced to alight outside bar; towed offshore and anchored; landed occupants and put them on board again.
Do.....	247	$\frac{1}{2}$ mile E.	—, slp.	150	3	3		Unable to manueve sloop in high sea; took men off and towed their boat to safety.
Do.....	268	6 miles S.	Coyote, m. b.	800	2			Rudder disabled; got in trough and shipped seas; putting engine out of commission; 1 man washed overboard and drowned; other man swam ashore; boat washed ashore, but station crew worked it afloat and towed it to safe water.
Sept. 12...	25	$\frac{1}{2}$ mile SSE.	C. 1178, m. b.	500				Parted mooring in rough sea; towed to a landing.
Do.....	25	$\frac{1}{2}$ mile WSW	Papose, slp.	300				Do.
Do.....	25	1 mile E.	Matie, cat.	300				Fouled her anchor and capsized; picked up and brought into harbor.
Do.....	126	2 miles E.	Benny Chree, cat.	75	11	3		Foundered in lake; picked up 3 of crew from wreckage; 8 others picked up by tug that accompanied station crew to wreck; placed rescued people on vessel that had had barge in tow and brought doctor to attend them.
Do.....	247	1 mile N.	Chickamauga, bge.				1	Took man off island to escape approaching storm.
Do.....	218	5 miles SW.						Went aground; pulled clear.
Do.....	220	6 miles NW	Commodore, sch.	1,000	2			Out of fuel and drifting toward riprap; towed to station and given supply of gasoline.
Sept. 13...	97	$\frac{1}{2}$ mile SE.	Seva, m. b.	800	2			Do.
Do.....	217	1 $\frac{1}{2}$ miles E.					1	Took off jetty a man marooned when bridge washed away.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919 Sept. 13	222	Padre Island									Took off Padre Island and carried to Point Isabel 29 persons seeking safety from approaching storm.
Do.	253	16 miles NNW	—, m. b.			\$2,000		2			On beach and in danger from wind and sea; lunched and taken to place of safety.
Do.	282	6 miles S.	Pilot, m. b.			200		1			Engine disabled; badly a leak; run ashore for safety; pulled afloat and taken to station.
Do.	299	1 mile W.	—, skiff			50		1	1		Engine disabled; badly a leak; run ashore for safety; pulled afloat and taken to station.
Sept. 12-14	94	2 miles SW	Hope, m. b.	5		1,000		2			Engine disabled while under sail; rescued occupants and recovered boat.
Sept. 14	25	1 mile NW	Rena, slip			300					Engine disabled offshore in rough sea; towed into harbor.
Do.	25	1 mile E.	—, slip			800		12			Parted mooring and went adrift; picked up.
Do.	25	1 mile S.	721 D., m. b.			400		6			Beached; drifting shoreward; picked up.
Do.	25	1 mile WSW	Anna W., m. b.			300		2			Engine disabled; picked up and taken to yacht club.
Do.	50	1 mile W.	Aloha, ywl.			700		2			Engine disabled at night; towed to yacht club.
Do.	88	1 mile NE	Santa Marie, m. b.			7,000		7			Ran ashore while bound to sea; floated and taken to place where sail could be made.
Do.	220	10 miles W.	Bridget, m. b.			2,500					Stranded; floated and piloted to Freeport.
Sept. 15	Itasca	Tybee Roads	Barnstable, str.						1		Driven ashore in hurricane; floated and run to Port O'Connor to be used as relief boat.
Do.	123	Absecon Inlet	Beatrick S., m. b.			900		2			Rescued man found clinging to mast of sunken str.; man had been holding to mast 44 hours.
Do.	246	2 miles SE	Ipsen, str.	5		2,000		4			Engine disabled while coming in from fishing grounds; towed into harbor. Cylinder head blown out; helped get vessel into harbor.

Do.....	311.....	4 miles W.....	—, m. b.....	—, m. b.....	—, m. b.....	850.....	1.....	Stranded; launched with rollers and towed to safe place.
Sept. 16....	Voyager.....	Six-mile Point.....	—, m. b.....	—, m. b.....	20.....	150.....	5.....	Out of fuel; picked up and towed to safety.
Do.....	25.....	1 mile W.....	D-37, m. b.....	D-37, m. b.....	—.....	300.....	—.....	Adrift; picked up and towed to yacht club.
Do.....	153.....	2 miles SE.....	Newcomer, m. b.....	Newcomer, m. b.....	—.....	2,000.....	10.....	Engine disabled in high sea; towed in to station wharf and engine set rotating.
Do.....	222.....	8 miles E.....	Cape Horn, sch.....	Cape Horn, sch.....	77 Fish and ice.....	—.....	8 8	Vessel rendered a derelict in hurricane; put offshore in high sea and rescued crew under circumstances of extreme hazard; commended by headquarters.
Do.....	236.....	3 miles SW.....	—, sbt.....	—, sbt.....	—.....	80.....	1.....	Capsized in wind; occupant rescued by outsiders; towed ashore and hauled out on beach.
Sept. 17....	32.....	1 mile W.....	441, m. b.....	441, m. b.....	—.....	500.....	2.....	Engine disabled; picked up and taken to harbor.
Sept. 18....	9.....	6 miles SE. by S.....	Jessie Hope, m. b.....	Jessie Hope, m. b.....	—.....	400.....	3.....	Engine disabled at night in choppy sea; towed to mooring at Dix Island.
Do.....	25.....	1 mile SW.....	Seaplane.....	Seaplane.....	—.....	5,000.....	1.....	Took nose dive and stuck in mud; took off pilot and towed plane to Bay View.
Do.....	265.....	1 mile N.....	Katie N., m. b. and tow.....	Katie N., m. b. and tow.....	—.....	1,000.....	3 3	Engine disabled in high sea; went to line from her to passing vessel, which took her in tow for harbor.
Do.....	279.....	500 feet SE.....	St. Clair, slip.....	St. Clair, slip.....	—.....	600.....	—.....	Pounding in high sea; taken to safe place.
Sept. 19....	20.....	4 miles SE.....	Mary Ellen, str.....	Mary Ellen, str.....	17.....	5,000.....	3.....	Propeller aboy of fishing gear; towed into Merrimac River.
Do.....	264.....	4 miles NNE.....	Joan of Arc, m. b.....	Joan of Arc, m. b.....	—.....	400.....	2.....	Parted line and stranded; pulled afloat and towed to harbor.
Do.....	305.....	1 mile W.....	Polar Bear, m. s.....	Polar Bear, m. s.....	81.....	20,000.....	4.....	Stranded while entering harbor; floated.
Do.....	306.....	7 miles W.....	—, m. b.....	—, m. b.....	—.....	1,000.....	—.....	Boat went adrift from Tatoosh Island; picked up and towed into Neah Bay.
Do.....	307.....	6 miles W. by N.....	—, m. b.....	—, m. b.....	—.....	500.....	1 1	Prevented by tide and sea from crossing in over bar; took occupant off and towed boat in.
Do.....	310.....	3 miles SE.....	—, m. b.....	—, m. b.....	—.....	1,500.....	2.....	Stranded in fog; floated by hard work and taken to Livaco.
Do.....	310.....	do.....	—, m. b.....	—, m. b.....	—.....	1,600.....	3.....	Do.
Do.....	310.....	do.....	—, m. b.....	—, m. b.....	—.....	1,000.....	—.....	Picked up by outsider near Columbia River; lights; turned over to station crew, who towed boat to Livaco.
Sept. 20....	12 and 13.....	1 mile SE. station 13.....	Seaway, m. b.....	Seaway, m. b.....	—.....	200.....	3.....	Engine disabled; picked up and towed to Portsmouth.
Do.....	23.....	—.....	—, rowboat.....	—, rowboat.....	—.....	25.....	—.....	Parted mooring and went into surf and stranded; floated and taken to safe water.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Sept. 20.	26.	1/2 mile NE.	D-792, m. b.			\$150		4			Engine disabled; towed 3 miles to Quincy.
Do.	57.	250 yards SE.	—, m. b.			400		2			Capsized; righted and hauled out; occupants rendered ashore.
Do.	247.	1/2 mile E.	—, skiff.			25					Went adrift; recovered and returned to owner.
Do.	255.	1 1/2 miles SW.	Yaekima, m. b.			100					Pounding against dock; removed to safe place.
Do.	280.	2 miles E.	Mildred II, slip.			600		2	2		Sails carried away in lake; picked up and taken to safety.
Sept. 21.	25.	1 mile E.	Bonita, m. b.			800		17			Engine disabled; towed to yacht club.
Do.	25.	1/2 mile SW.	We Three, m. b.			400		4			Do.
Do.	26.	1/2 mile NW.	234 E, m. b.			500		4			Went on rocks; pulled afloat when tide served.
Do.	31.	3 1/2 miles NE.	—, dory.			25		4			Unable to row against wind; picked up.
Do.	92.	1 1/2 miles W.	Mabel, m. b.			1,200		6			Stranded; worked afloat when tide served, and turned over to owner.
Do.	223.	1 1/2 miles N.	—, rowboat.			75		2	2		Lost oars; drifted into lake; leek-ing; picked up.
Do.	281.	do.	Cora Bell, ywl.			1,000					Parted mooring and stranded; pulled clear and taken to safe place.
Do.	283.	2 miles E.	—, m. b.			700		2			Engine disabled; towed to station.
Do.	304.	1/2 mile NW.	Geo. A. Marr, m. b.	5		500		1			Batteries dead; towed to a dock.
Sept. 22.	Snohomish.	Puget Sound Navy Yard.	—, canoe.			100		3	3		Capsized in darkness; discovered by party from cutter returning to their ship; taken from water and carried to their vessel, the Wyoming.
Do.	25.	1/2 mile W.	Wolf, slip.			150		3	3	3	Capsized; took 3 boys from alongside, carried them to station and succored them.
Do.	113.	4 miles WSW	Eleanore, yt.	9		5,000		14			Unable to see buoys; went ashore; pulled afloat.
Do.	191.	1/2 mile S.	Annie, m. b.			200		2			Broke crank shaft; towed to Morehead City.
Do.	316.	200 yards N.	—, rowboat.			25		1	1		Drifting toward bar on ebb tide; picked up and taken to safe mooring.



Sept. 23	92	4½ miles W	Allie, m. b.			500	3	3	Engine disabled; drifting on shoals; picked up and towed to a dock.
Do	252	4 miles SW	Redfern, bgs	680	Coal	20,000	7	7	Badly leak; went on board and assisted at pumps until leak was under control.
Sept. 24	12	4 miles SE	Mildred, m. b.			600	3	3	Engine disabled; towed to Isle of Shoals for repairs.
Do	155	5 miles S	—, m. b. and tow			3,000	6	6	Caught in strong wind and rough sea; towed into harbor with difficulty.
Do	304	½ mile SW	—, slip			100	2	2	Mast adrift; returned to mooring.
Sept. 25	25	1 mile E	Wolf, slip			150	2	2	Mast carried away in squall; picked up and taken to safe mooring.
Do	25	½ mile N	—, skiff			15	2	2	Man at oars compelled by cramps to stop rowing; boat picked up and taken to landing.
Do	234	2 miles NE	—, m. b.			500	2	2	Engine disabled; drifting toward rocks; towed to Youngstown, N. Y.
Do	236	½ mile SW	Billie, m. b.			300	2	2	Engine disabled; picked up and taken to moorings.
Do	253	16 miles NNW	—, m. b.			2,000	5	5	Dragged in high sea and went on beach; pulled afloat and taken to dock.
Do	273	5 miles NW	Rosa Belle, sch	115		3,000	24	24	Sails and rigging badly damaged in storm; towed to St. Joseph.
Do	305	½ mile W	Nocatak, m. b.	15		8,000	4	4	Pounding heavily against dock; taken to safe mooring.
Do	305	do	Sea Wolf, m. b.	17		12,000	3	3	While being taken to shelter collided with dredge, carrying away forestay and damaging her boat; hove clear and taken to safe mooring.
Do	306	3 miles NE	Vampire, m. b.			600			Went adrift in straits; picked up and restored to owner.
Do	311	4 miles NW	—, m. b.			1,300	1	1	Engine disabled near Clatsop Spit; towed to safe anchorage.
Sept. 26	Search	Drummond Island	Beatrice, m. b.			300			Parted line and stranded; floated and restored to owner.
Do	25	1 mile NE	Anita, slip			800	8	8	Peak balyards carried away; towed to safe anchorage.
Do	252	1 mile NW	1637 R., m. b.	15		1,100	1	1	Dragging anchor in rough sea; picked up in breakers and towed to shelter.
Do	256	1½ miles W	—, m. b.			200			Parted line and went on beach; pounding badly; pulled clear and restored to owner.
Do	280	½ mile NE	—, rowboat			50			Broke adrift from yacht; picked up and restored to owner.
Do	299	7 miles E	Dorothy K., m. b.			300	2	2	Engine disabled in lake; towed into safe anchorage.
Do	299	½ mile N	Charles, m. b.			150	2	2	Engine disabled in heavy wind and sea; picked up and taken into dock.
Sept. 26-27	314	2 miles NW	Eliza Ann, m. b.	24	Fish and gear	6,000	3	3	Engine disabled; compelled to anchor in heavy surf; towed outside into deep water and taken to harbor next morning.

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1919.										
Sept. 27.	12.	300 yards E.	Q-11, m. b.			\$35,000	5			Stranded; hove afloat and secured at wharf.
Do.	220.	3 miles SW.	—, m. b.			300	1			Sunk in hurricane; worked out of sand and up on beach.
Do.	235.	200 yards N.	L. H. S. No. 111, m. b.			1,200	2			Out of fuel; drifted on breakwall; picked up and taken to lighthouse slip.
Sept. 28.	9.	½ mile E.	A-1829, m. b.			500	4			Engine disabled; taken to wharf, where engine was overhauled, enabling boatmen to proceed.
Do.	22.	1 mile NNE.	1669, m. b.			300	6			Engine disabled; towed to Rockport.
Do.	233.	do.	—, m. b.			500	5			Engine disabled in lake; took occupants off and towed boat into harbor.
Do.	257.	2 miles NE.	Alberta, m. b.			200	1			Engine disabled; boat beached; pulled clear and taken to Beaver Island.
Do.	272.	2 miles S.	Knapp Island, m. b.	18		6,000	2			Connecting rod broken in lake; towed into Grand Haven.
Do.	283.	5 miles N.	Pilot, slip.			600	7			Sailed too near shore; stranded; pulled afloat.
Sept. 29.	29.	1 mile E.	Chick B., m. b.			300	4			Engine disabled at sea; towed into Green Harbor.
Do.	239.	14 miles SW.	Hilda, m. b.			4,000	6	6		Engine disabled in lake for 27 hours; picked up and taken to safety in time to prevent destruction by squall.
Do.	249.	5 miles WSW.	Vialo C., m. b.	5	Box lumber.	1,200	3			Struck reef, disabling main shaft; towed 8 miles to Grindstone City.
Sept. 30.	Tuscarora.	Key West Harbor.	K-5, U. S. S.	700		2,000,000				Parted mooring in hurricane and went on Frankfort Shoal; pulled afloat after much effort and towed to Key West.
Do.	191.	2 miles SE.	Comet, m. b.	7	Fish.	800	1	1		Engine disabled in rough sea; went into breakers; pulled out of danger and turned over to private boat.
Do.	235.	100 yards WSW.	—, lgt.	100	Gravel.	1,500				Spring leak; removed cargo, enabling those in charge to control leak.
Do.	284.	4 miles S.	Pilot, slip.			900	4			Parted anchor chain; drifted on seawall; taken to safe mooring.

Do.....	311.....	1 mile NW.....	Mutt, m. b.....				550.....				Dragged in gale; taken to safe anchorage.
Oct. 1.....	237.....	1 mile NE.....	Fred Driscoll, m. b.....				600.....	4.....			Engine disabled; picked up and taken to a place where repairs could be made.
Do.....	259.....	1,000 yards N.....	Teal, m. b.....	5.....			700.....				Dragging anchor in heavy surf; brought ashore and hauled out.
Do.....	310.....	2 miles SW.....	—, m. b.....				800.....	1.....	1.....		Out of fuel and adrift at sea for 3 days; picked up and taken to Astoria.
Do.....	311.....	10 miles W.....	—, m. b.....				700.....	1.....	1.....		Engine disabled in gale; picked up at sea and towed to harbor.
Oct. 2.....	80.....	1 mile NW.....	Water Wagon, m. b.....				500.....	3.....			Engine disabled; went on board and set engine running.
Do.....	253.....	1 mile E.....	L. L. No. 628, m. b.....			Fish.....	200.....	1.....	1.....		Engine disabled; towed to station; succored boatman overnight and took him and his boat home.
Do.....	274.....	1 mile N.....	Sacagawa, m. b.....				200.....	2.....			Engine disabled; towed into harbor.
Oct. 3.....	12.....	2 miles WSW.....	Dorothy G., yw1.....	18.....		Lobsters.....	3,500.....	2.....			Engine disabled; towed to Portsmouth.
Do.....	174.....	1 1/2 miles W.....	Mary K., slip.....				1,000.....	2.....			Stranded; ran anchor and pulled boat afloat.
Do.....	207.....	1 mile SSE.....	V. 5874, m. b.....				500.....	2.....			Stranded; pulled afloat.
Do.....	236.....	300 feet SE.....	N-159, m. b.....				150.....	6.....			Engine disabled; passed line and towed boat to mooring.
Do.....	314.....	2 miles NW.....	Mayflower, m. b.....	6.....			2,200.....	2.....			Anchor line in propeller; towed to dock and wheel cleared.
Do.....	314.....	do.....	Restless, m. b.....	17.....			3,150.....	2.....			While crossing bar engine stopped and steamer stranded; after hard work extending over 3 days floated vessel.
Oct. 4.....	30.....	1 mile S.....	—, m. b.....				300.....	3.....			Engine disabled; towed to Plymouth.
Do.....	50.....	2 miles NW.....	Rainbow, m. b.....			Lobsters.....	500.....	2.....			Engine disabled; stranded; towed to dock at Cuddyhunk.
Do.....	Seneca and 113.....	1 mile SE station.....	Passaic Bridge, str.....	2,256.....		Matze and line seed.....	1,000,000.....	36.....			Stranded in fog; cutter and tug pulled vessel afloat; station crew ran lines, sent off and received messages, etc.
Do.....	282.....	1 mile S.....	Pilot, m. b.....				200.....	2.....			Engine disabled; towed into Kenosha River.
Do.....	316.....	5 miles SW.....	G. H. S., m. b.....	5.....			800.....	2.....			Crank shaft broken at sea; picked up and towed into Charlestown Bay.
Oct. 5.....	20.....	1 mile N.....	—, m. b.....				250.....	8.....			On sand bar at mouth of Merrimac River in fog; occupants intoxicated; took party off, then pulled boat clear.
Do.....	23.....	1 mile S.....	Robina, m. b.....				150.....	3.....			Engine disabled; towed to Gloucester.
Do.....	77.....	2 miles NE.....	—, m. b.....				400.....	2.....			Engine disabled; adrift; taken in tow until repairs were made, then cast off.
Do.....	86.....	4 miles NE.....	—, m. b.....				250.....	4.....			Engine disabled; made repairs.
Do.....	131.....	1 mile E.....	Ellen T. Tower, m. b.....				800.....	2.....			Lost in bay; anchored near surf; boarded boat and piloted her in over bar and to anchorage.
Do.....	233.....	7 1/2 miles NW.....	Ojibway, m. b.....				500.....	4.....			Engine disabled in lake; picked up and brought into harbor.
Do.....	269.....	3 miles NW.....	—, m. b.....				150.....	5.....			Engine disabled in lake; picked up and towed to Bluffton.

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Vessel.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1919.											
Oct. 5.	280.	2 miles NE.	Chowit, m. b.				\$2,000	1			Engine disabled; drifting lakeward; towed into dock.
Oct. 6.	25.	4 mile S.	Helen C, m. b.				300	3			Engine disabled; towed to Savin Hill Yacht Club.
Oct. 7.	1.	4 miles SE.	Liberty, slip.				200	1			Sails and rigging blown away; picked up and taken to Lubec.
Do.	25.	14 miles NE.	Kite, slip.				300	2			Main sail blown away; towed into public landing.
Do.	29.	4 miles SE.	—, slbt.				25	1	1		Occupant, 80 years old, unable to manage boat in rough sea; picked up, and boat recovered.
Do.	88.	4 mile SW.	Yankee, m. b.				500	4			Engine disabled; picked up and towed to Bellmore.
Do.	187.	3 miles W.	—, m. b.		Fish.		150	2			Engine disabled; towed to station.
Do.	208.	1 mile SW.	Venona, m. b.	15			2,500	5			Stranded; floated with tackle tied to a tree.
Do.	227.	44 miles W.	Blanche, m. b.				500	2			Engine disabled and towed 5 miles to a dock in harbor.
Do.	314.	2 miles NW.	G 4 B, m. b.		Fish.		400	2	2		Swamped while crossing bar in heavy surf; picked up by boat and beached it.
Oct. 8.	153.	14 miles SW.	—, skiff.				600	7			Boat picked up in the night; found and towed to safety.
Do.	192.	14 miles W.	Carrie May, m. b.				1,500	2			Engine disabled; stranded; pulled clear and taken to station.
Do.	306.	4 mile NE.	Vampire, m. b.				600				Drifted ashore; stranded; pulled clear with rollers and team hauled boat above high tide.
Oct. 9.	Tuscarora.	Frankfort Shoal.	No. 261, subchaser.	75							Went on Frankfort Shoal in hurricane; hauled clear with assistance of naval tug.
Do.	9.	4 mile SE. by E.	A-2466, m. b.				300	1			Engine disabled in high wind; picked up and taken to Bay Point, where another boat took launch in tow.
Do.	24.	4 mile NW.	—, dory.				10				Parted towline and went adrift; picked up and hauled out on beach.

Do.	132	1 mile ESE	Oper, m. b.	10	Fish	4,000	500	7	Out of fuel; picked up and turned over to private boat.
Do.	152	3 miles SE	—, m. b.		Fish	1,500	400	7	Engine disabled; towed to station where engine was started.
Do.	290	do.	Pilot, m. b.	6		3,000		1	Engine disabled in strong wind and sea; towed to safe moorings.
Oct. 9-10	256	3 miles SSE	Dora, sch.	15		500		2	Spring leak; stranded and filled; bailed out and hauled out to safe anchorage.
Oct. 10	137	15 miles NNE				6,000		7	Military balloon carrying 7 persons settled over the water and unable to rise; basket cut free and allowed to drift with 2 men in it; picked them up; succor a torped; other aeroments reached ground safely.
Do.	310	8 miles SSW	G 404 A., m. b.	5		1,450		1	Engine disabled; towed to station and repairs made.
Do.	314	2 miles NW	G 4 B., m. b.			400			Parted towline and swamped on bar; pulled clear and taken to a dock.
Oct. 11	22	4 mile ESE	D 331, m. b.			300		1	Engine disabled; towed to Rockport.
Do.	25	4 mile SW	Anita, slip			800		4	Main sail damaged; picked up and taken to safety.
Do.	25	1 mile SW	Maurissa, slip			400			Parted mooring; taken to safe anchorage.
Do.	25	1 mile NE	—, dory			25		3	Three small boys out in dory in squall; picked up and taken ashore.
Do.	25	4 mile NW	Kite, slip			300		4	Parted peak halyards in squall; about to go ashore; towed to safe mooring.
Do.	40	34 miles NNW	—, dory			20		3	Unmanageable in rough sea; picked up and taken to landing.
Do.	105	800 feet E						2	Surfman Brower and Christensen swam out and brought ashore 2 exhausted swimmers.
Do.	113	1 mile NE	Geneva, m. b.	6		500		9	Engine disabled; taken in tow while engine was being adjusted.
Do.	192	3 miles N	—, barge		Lumber	800	5,000		Stranded; pulled adrift.
Oct. 12	12	3 miles ESE	K. of P. slip	30		8,000	600	4	Engine disabled; towed to Portsmouth.
Do.	25	1 mile NE	Forget-me-not, m. b.			200		1	Engine disabled; towed to Spectacle Island.
Do.	29	1 mile NNE	C 1202, m. b.			200			Parted line and stranded; hauled out on beach.
Do.	304	2 miles S	—, slip			300		1	Capsized, due to shifting of ballast; rescued occupant, righted boat and towed it to safety.
Oct. 12-13	Gresham	Bodie Island	Hatchie, str.	9,500	Flour	2,000,000	500,000	45	Engine disabled; compelled to anchor off Bodie Island Light; picked up and taken into Lynnhaven Roads.
Do.	311	4 miles WNW	Virginia May, m. b.	5		2,500	100	2	Stranded in fog; floated and taken to station.
Do.	311	6 miles W	Ella, m. b.	5		3,000		2	Stranded in breakers in fog; passed line to boat and pulled her off.

*Assistance rendered by cutters and stations involving the saving of life and property—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Oct. 13....	26.....	2 miles S.....	—, skiff.....			\$5		2			Capsized; towed to safety; occupants rescued by outsiders.
Do.....	305.....	½ mile W.....	Arctic Chief, sch.....	14	Merchandise.....	3,500	\$1,000	4			Stranded on bar, outward bound; pulled afloat.
Do.....	308.....	4 miles W.....	Anna Porter, m. b.....	14		3,000		2			Stranded Mar. 27, 1919; floated at request of new owner and towed to Tokeland.
Oct. 14....	20.....	4 miles NE, by N.....	Cormorant, m. b.....	15		2,500	500	5			Engine disabled; pulled clear and towed to Newburyport.
Do.....	97.....	1 mile E.....	Liberty, m. b.....			900		2			Engine disabled; towed into Sandy Hook Bay and new set of batteries furnished.
Oct. 15....	40.....	½ mile E, by N.....	Fair Oaks, str.....	1,275	Plaster.....	50,000	30,000	22			Overran reckoning and stranded; floated and taken to safe anchorage.
Do.....	255.....	3 miles SSW.....	Bonami, m. b.....			500		1			Engine disabled; towed to Choiboygan for repairs.
Do.....	310 and 311.....	3½ miles NW, station 311.....	—, m. b.....			100					Adrift; picked up and taken to safety.
Do.....	310.....	4 miles E.....	0-972, m. b.....			100					Parted mooring and started seaward; picked up and taken to station.
Do.....	Tuscarora.....	Atlantic Ocean.....	Sialia, yt.....					52			Picked up disabled coast survey steamer Sialia and towed her 627 miles to Key West.
Oct. 16....	Acushnet.....	At sea.....	Ammonoosuc, str.....	2,251	Coal.....			40	15		Cutter found steamer Issaquena picking up her crew who had taken to the boats; picked up 15 of crew and carried them 481 miles to Halifax. The Ammonoosuc was taken in tow by the Issaquena, but soon abandoned the Issaquena, and soon abandoned the Ammonoosuc (see preceding case) her feed pumps became disabled, and the Acushnet picked her up and towed her into Halifax.
Do.....	do.....	do.....	Issaquena, str.....	2,553	do.....	750,000	90,000	65	65		Engine disabled; taken to dock at Plymouth.
Do.....	30.....	2 miles NE.....	—, m. b.....			800		1			

Do.....	61.....	1 mile NW.....	Marbell, m. b.....	5.....	1,000.....	2.....	Leak started while launching, boat afterwards sinking; hauled out on beach.
Oct. 17.....	107.....	2 miles W.....	Scotty, m. b.....	10.....	1,000.....	1.....	Engine disabled; picked up Bay Head.
Oct. 18.....	5.....	2 miles SW.....	Admiral, m. b.....	35.....	4,000.....	5.....	Engine disabled; towed up and taken into harbor to safe anchorage.
Do.....	25.....	$\frac{1}{2}$ mile E.....	Hostess, m. b.....	5.....	1,000.....	4.....	Engine disabled; drifting toward breakers; went on board and made repairs and piloted boat into harbor.
Do.....	91.....	3 miles E.....	Doll Baby, m. b.....	5.....	500.....	3.....	Lost rudder and stranded in breakers; passed line to vessel with great difficulty and towed her out of danger.
Do.....	152.....	$\frac{1}{2}$ miles S.....	—, m. b.....	.....	1,500.....	7.....	Stranded; floated with outside assistance.
Oct. 19.....	9.....	$\frac{5}{8}$ miles N.....	Chameleon, m. b.....	5.....	300.....	3.....	Engine disabled; toward to mooring.
Do.....	25.....	$\frac{1}{4}$ miles NE.....	Helen P., m. b.....	.....	250.....	3.....	Stranded; floated in rising tide.
Do.....	97.....	$\frac{1}{4}$ mile W.....	Helen, m. b.....	.....	800.....	3.....	Mistook channel and stranded; ran lines and made everything ready for tug that came and pulled schooner afloat; convoyed vessel to safe anchorage.
Do.....	290.....	$\frac{1}{4}$ mile E.....	Petrel, sch.....	78.....	1,500.....	3.....	Swamped on Clatsop Spit; pulled clear and taken to Astoria and beached.
Do.....	311.....	4 miles WNW.....	—, m. b.....	5.....	2,600.....	2.....	Engine disabled; anchored in heavy surf; pulled clear and towed to a dock.
Do.....	314.....	2 miles NW.....	C 499 G., m. b.....	7.....	3,000.....	2.....	Rescued man who attempted suicide by drowning; man afterwards died of congestion of lungs.
Oct. 20.....	131 and 132.....	$\frac{1}{4}$ mile W. station 131.....	.....	.....	.....	1.....	Engine disabled near Frying Pan Shoals; towed to Southport for repairs.
Do.....	194.....	12 miles E.....	Vandura, m. b.....	.....	2,000.....	2.....	Dragging in rough sea; about to go into breakers; towed boat out of danger and stood by while repairs were made.
Do.....	317.....	6 miles NW.....	Tiger, m. b.....	16 Fish.....	9,000.....	4.....	Badly aleak; picked up and towed to Mayport, Fla.
Oct. 22.....	Seminole.....	.....	Coulter, str.....	3,500 Sulphur.....	945,000.....	37.....	Caught under station launchway and sunk; hauled into shoal water, bailed out, and turned over to owner.
Do.....	23.....	500 yards N.....	D-682, m. b.....	.....	150.....	1.....	Parted mooring and stranded; floated and towed to safe mooring.
Do.....	25.....	$\frac{1}{4}$ mile N.....	Lone Star, m. b.....	.....	.....	.....	Engine disabled; towed to landing float.
Do.....	25.....	1 mile W.....	Mary F., m. b.....	.....	500.....	13.....	Went on rocks in rough sea; occupant lost; floated boat with difficulty and restored to safety.
Do.....	59.....	4 miles NNE.....	Nancy C., m. b.....	.....	1,000.....	1.....	Lost way and went on shoal; pushed off shoal and into channel.
Do.....	83.....	1 mile N.....	—, cat.....	.....	500.....	1.....	.....

## REPORT OF THE COAST GUARD.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1919.										
Oct. 22.	254.	5 miles WNW.	Ruth M. Rideout, m. b.	8	Fish.	\$3,000	4	4	4	Out of fuel in lake; raised anchor and towed tug to destination.
Do.	256.	2 miles SSE.	—, m. b. and scow.	5	Lumber.	400	4	4	4	Stranded; floated both launch and scow and towed them to Mackinac Island.
Do.	258.	1 mile NW.	Nadine, m. b.			1,500	3	3	3	Out of fuel outside harbor; towed into harbor.
Oct. 22-23.	314.	3 miles NW.	Dorothy, m. b.		Fish.	700	2	2	2	Engine disabled outside bar; picked up; boat capsized while being towed in; hauled out on beach; launched next day and taken to dock at Florence, Oreg.
Oct. 23.	Scout.	Ketron Island, Wash.	Bee, m. b.	5		500	1	1	1	Engine disabled; picked up and towed to position where she could proceed under sail.
Do.	20.	1 mile NNW.	No. 527 E., m. b.			250				Parted mooring; drifting to sea; picked up.
Do.	190.	2 1/2 miles NW.	Doyly, m. b.			500	4	4	4	Engine disabled in rough sea; towed into Lookout Light.
Oct. 24.	304.	2 miles W.	—, stiff.			75				Parted mooring; drifted away and filled; balled out and towed to station.
Do.	304.	1 mile S.	Imp, m. b.			100				Broke mooring and filled; pounding against piling; hauled out on shore.
Do.	305.	1 mile W.	Dolphin, m. b.			1,000				Rising water endangering Dolphin; lying out on beach; vessel hauled farther up beach.
Oct. 25.	50.	5 miles W.	Resolute, m. b.		Lobsters.	1,000	15	1	1	Engine disabled; stranded; towed to mooring in Cuttyhunk Harbor.
Do.	232.	1 mile N.	Mohican, m. b.			300	2	2	2	Engine disabled; drifting into lake; in fresh wind; picked up and brought into harbor.
Do.	255.	6 miles SSW.	Stucia, m. b.			600	2	2	2	Engine disabled while attending nets; towed to Cheboygan.
Do.	279.	1 mile NE.	Ella, slip.			100				Broke mooring; drifted out of harbor and sunk; raised and beached.



Oct. 25-26	193	6 miles E. by N	Wallie A. Silsbe, m. b.	8		4,000	7	Shoe bent by pounding; putting motor out of commission; towed to Southport.
Do.	290	20½ miles SW	—, m. b.			300	2	Found submerged; towed into shallow water, hauled out, and towed to safe place.
Oct. 26	12	1 mile NW	John Bracewell, sch.	224	Coal	8,000	6	Anchored in dangerous position in fog; raised anchor and towed vessel to safe anchorage at Portsmouth.
Do.	25	½ mile S.	—, rowboat			20	3	Struck by squall; unmanageable; towed into Dorchester.
Do.	25	1 mile SE.	Phyllis M., m. b.			100	2	Engine disabled; towed to Dorchester.
Do.	90 and 91	3½ miles E.	Helen, m. b.			1,500	2	Master sick; vessel drifted ashore; hauled out on beach.
Do.	91	3 miles E.	White Mule, slip	5		1,200	2	Boatmen, inexperienced and one of them sick; vessel came ashore in rough sea; floated and towed into safe water.
Oct. 27	Acushnet	Port Mulgrave, N. S.	Eagle No. 41, str.	625		500,000	48	Steering gear disabled, causing vessel to strand and damage propeller; floated on rise of tide; towed to port Mulgrave by local steamer, and thence to Portsmouth, N. H., by cutter.
Do.	219	500 feet W	—, bge.				2	Drifted on bar, waterlogged; took 2 men off barge and put them on tender that had had barge in tow; barge drifted to sea.
Do.	256	1 mile S.	—, m. b. and scow.	5	Wood	• 400	2	Unable to make harbor with tow in rough sea; towed into a dock; boatmen secured overboard.
Do.	256	½ mile SW	Gypsy, m. b.			300		Dragged anchor and leaking; towed to station and hauled out on beach.
Oct. 27-28	Gresham		Lewiston, str.	3,500		315,000	39	Blower disabled; choking draft and making it impossible to keep fire under boilers; picked up and towed 100 miles to Lynnhaven Bay.
Oct. 28	21	¾ mile W	Sea Wolf, m. b.			500	2	Steering gear disabled; boat blown ashore; taken to safe water and moored.
Do.	24	¾ mile SW	No. 175-D, m. b.			250		Dragged anchor; stranded; pulled off into deep water and anchored.
Do.	25	¾ mile SW	Lillian, m. b.			200	3	Engine disabled; towed to mooring in Pleasure Bay.
Do.	25	¾ mile SW	Gulnare, slip	7		1,500	1	Dragging in rough sea; towed to mooring.
Do.	25	¾ mile NW	Anna M., m. b.			1,500		Parting mooring; went adrift, picked up and returned to mooring.
Do.	25	¾ mile N. by W	do			1,500		Dragged mooring in heavy wind; towed to safe place in Pleasure Bay.
Do.	25	1½ miles SSW	Wild Duck, slip			200		Parted mooring in rough sea; picked up and taken to safety.

*Assistance rendered by cutters and stations involving the saving of life and property—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Oct. 28.	219.	1/2 mile WNW.	King of the Lake, m. b.		Oysters.	\$1,500	\$50	5			Engine disabled; adrift in channel; taken to station wharf and held pending arrangements for towing service.
Do.	283.	1/2 mile E.	Geraldine, m. b.	11		17,000		3			Dragged anchors and stranded; worked clear and into deep water.
Do.	289.	2,000 feet SW.	Muskegon, str.	1,148	Miscellaneous.			90	1	64	Struck pier and sunk while being towed in high sea; total loss; 23 persons lost; many escaped to pier; one man rescued from wreckage by line thrown by Coast Guard men; survivors given succor and medical treatment.
Do.	290.	10 miles SW.	Volunteer, m. b.	11		1,500		1			Broke moorings and stranded in squall; pulled afloat.
Do.	310.	6 miles E.	Elizabeth, m. b.	8		2,000		4	2		Stranded in thick weather; took off 2 women passengers; vessel worked clear under own power.
Oct. 28-29.	290.	23 miles NE.	Mary Alice, m. b.	18	Fruit.	4,000	450	2			Dragged anchor and stranded in rough sea; unloaded cargo; efforts to float vessel proving unavailing; procured tug, which pulled her clear; towed vessel to Detroit Harbor and put her on ways.
Oct. 29.	9.	1/2 mile NW. by N.							1	1	Cared for sick, aged fisherman living alone, and sent him to Bath for medical treatment.
Do.	26.	1 mile W.	Manchester, slip.			400					Parted hawser; stranded and filled; raised, hauled out and put at mooring.
Do.	225.	200 feet S.	—, scow.	1,000		15,000					Parted mooring and went ashore; called tug and assisted in getting vessel afloat.
Oct. 30.	49.	7 miles SW.	Vandora II, yt.			4,500		4	3		Out of fuel at night in rough sea; supply of fuel burned and boat piloted into Vineyard Sound.
Oct. 31.	241.	1/2 mile NE.	—, m. b.		Fish.	300	100	2			Engine disabled in lake; towed to station.

Do.....	297.....	7 miles E. by N.....	Ora Endress, m. b.....	65.....	Coal.....	5,500.....	1,650.....	2.....	Engine disabled in lake; towed into harbor to a dock.....
Do.....	310.....	3 miles S.....	M. Grant, m. b.....	10.....	.....	4,000.....	.....	2.....	Stranded in surf during heavy blow; pulled clear with difficulty and towed to mooring at Fort Canby.
Nov. 1.....	274.....	1 mile NW.....	—, rowboat.....	.....	.....	25.....	.....	1.....	Parted line, leaving boy marooned on breakwater; took boy off and recovered boat.
Do.....	279.....	$\frac{1}{2}$ mile ENE.....	Seminole, slp.....	.....	.....	400.....	.....	6.....	Parted haliards and drifted into lake; brought into moorings.
Nov. 2.....	21.....	2 miles SW.....	—, m. b.....	.....	.....	300.....	.....	.....	Dragged anchor and went aground in marsh; floated and restored to owner.
Do.....	25.....	$\frac{1}{2}$ mile NW.....	Sadle, tow.....	8.....	.....	2,000.....	.....	14.....	Engine disabled; towed to Pleasure Island.
Do.....	31.....	100 yards W.....	Oak Woods, sch.....	137.....	Laths.....	15,000.....	5,000.....	3.....	Dragged anchor and stranded in rough sea; pulled clear and taken to safe place.
Do.....	92.....	$\frac{1}{2}$ mile N.....	Doris K., m. b.....	.....	.....	800.....	.....	1.....	Pounding against dock; removed to safe place.
Do.....	191.....	$\frac{1}{2}$ mile NW.....	Dixie, m. b.....	.....	.....	250.....	.....	3.....	Engine disabled; towed to Moorehead City, N. C.
Do.....	198.....	6 miles E. by S.....	Zalonia II, m. b.....	18.....	.....	6,000.....	.....	3.....	Out of fuel; sails blown away; carried gasoline out to vessel and plotted her into Southport.
Nov. 3.....	6.....	$\frac{1}{2}$ mile E. by S.....	Beatrice R., m. b.....	.....	.....	1,000.....	.....	2.....	Broke mooring and went on rocks; floated on rise of tide.
Do.....	92.....	$\frac{1}{2}$ mile NNW.....	Lieut. Fitzsimmons, m. b.....	.....	.....	3,000.....	.....	1.....	Pounding against dock; taken to place of safety.
Do.....	97.....	3 miles E.....	Yo San, m. b.....	.....	.....	500.....	.....	3.....	Engine disabled in rough sea; towed into Sandy Hook Bay and repaired.
Do.....	113.....	5 miles W.....	I. T. Nickelson, slp.....	7.....	.....	700.....	.....	1.....	Dragged ashore in gale; pulled clear and towed to safe anchorage.
Do.....	176 and 177.....	3 miles SE. station 176.....	Black Hawk, yt.....	27.....	.....	.....	.....	4.....	Foremast and head gear carried away; stranded; crew taken off by boat.
Nov. 4.....	Seneca.....	Lat., 43° 33' N.; long., 63° 35' W.....	Hoxie, Fr. str.....	3,085.....	Army outfits.....	1,000,000.....	20,000.....	54.....	Propeller badly damaged at sea; picked up and towed 96 miles to Halifax.
Do.....	280.....	$\frac{1}{2}$ miles E. by N.....	Mabel, m. b.....	.....	.....	700.....	.....	2.....	Went on breakwater, stoving hole in hull; pulled clear and taken to station.
Nov. 5.....	24.....	$\frac{1}{2}$ mile SW.....	—, trap boat.....	.....	.....	100.....	.....	.....	About to swamp in gale while moored; removed to safe place.
Do.....	25.....	$\frac{1}{2}$ miles ENE.....	—, dory.....	.....	.....	40.....	.....	.....	Adrift in rough sea; picked up and restored to owner.
Do.....	26.....	1 mile W.....	No. 282, m. b.....	.....	.....	200.....	.....	.....	Lying in dangerous position; removed to safety alongside pier.
Do.....	28.....	$\frac{1}{2}$ mile S.....	—, rowboat.....	.....	.....	20.....	.....	.....	Washed off beach by sea; picked up and taken to safe place.

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Vessel.	Value.	Cargo.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1919.												
Nov. 5	30	$\frac{1}{2}$ mile NNW.	—, m. b.				\$300					Hung up on bank on ebb, of tide; in danger of capsizing; floated and moored.
Do.	82	2 miles WNW.	Gem, m. b.				300		1			Parted line and stranded; hauled afloat and picked to safe water.
Do.	304	$\frac{1}{2}$ miles N. by E.	—, m. b., and tow.				800		3			Skiff in tow of launch, overloaded, filled; towed to landing and pumped out; fish and nets lost from skiff recovered.
Nov. 5-6.	30	$2\frac{1}{2}$ miles W.	—, slip.				600					Parted mooring and stranded; hauled up on beach.
Nov. 6.	14	3 miles SW.	—, dory.				20					Broke mooring in high sea; picked up and taken with great difficulty to station.
Do.	24	$2\frac{1}{2}$ miles W.	—, skiff.				10					Discovered offshore adrift; picked up and held for claimant.
Do.	24	$\frac{1}{2}$ mile SW.	175-D, m. b.				250					Parted line in high sea and stranded; floated and taken to station and made secure.
Do.	29	2 miles S.	Teaser, m. b.				500					Broke from mooring and stranded on jetty in heavy sea; ran anchor and floated boat on rise of tide.
Do.	29	200 yards S.	—, skiff.				25					Washed off beach by surf; recovered and taken to safe place.
Do.	74	1 mile W.	Ariel, slbt.				500					Capsized; towed to station and held for owner.
Do.	161	3 miles W.							5			Five men, trying to run a line from a tug to the stranded steamer Chase S. Osborn, were capsized; surfmen assisted them ashore.
Do.	276	100 yards NW.	Nos. 11 and 12, bges.	500			8,000					Broke from moorings; recovered and worked into safe water.
Do.	276	600 feet W.	Little Jumbo, scow.				1,700					Broke away from tow; picked up.
Do.	276	$\frac{1}{2}$ mile W.	Liberty, m. b.	6			1,500					Broke from mooring by driftwood; picked up and restored to owner.
Nov. 7.	24	$\frac{1}{2}$ mile S.	—, m. b.				300					In danger of being washed off beach; hauled up beyond tide and surf.

Do.....	25.....	2 miles E. by N.....	—, slip.....			200			Parted mooring and stranded; floated and taken to sheltered place beached, emptied of water, then launched and moored.
Do.....	41 and 42.....	1 mile S. station 42.....	No. 1379, n. b.....						Broke moorings in rough sea and went ashore; taken to safety.
Do.....	49.....	3½ miles ESE.....	Two dories and 2 motor boats.....			825			Broke moorings in high sea and went on rocks and sand beach; hauled out.
Do.....	83.....	1 mile E.....	Jupiter, cat.....			600			Went ashore in gale; pounding badly; hauled out.
Do.....	234.....	2 miles W.....	—, m. b.....			400	2		Engine disabled; towed to a dock at Youngtown.
Do.....	283.....	½ mile NE.....	Dingbat, slip.....			300			Sank in 12 feet of water; raised and hauled out.
Do.....	318.....	½ mile S.....	—, m. b.....			500	1		Engine disabled; drifting out with tide; picked up and taken to a wharf.
Nov. 8.....	44.....	½ mile WNW.....	—, m. b.....			300	3		Engine disabled; towed to a wharf.
Do.....	58.....	¼ miles WNW.....	No. 178 J., m. b.....			500	2		Engine disabled; towed to safe anchorage at Noank.
Do.....	88.....	1 mile WSW.....	Elvira, m. b.....			300	2		Engine disabled in high sea; towed into safe water.
Do.....	192.....	5 miles W.....	—, m. b.....			700	2		Stranded in high sea; towed to safe water.
Nov. 9.....	10.....	1½ miles N.....	—, m. b.....			240	1		Filed at mooring; floated; towed to safe place and hauled out.
Do.....	12.....	1 mile SW.....	A-2145, m. b.....			100	2		Engine disabled; unable to stem tide with ears; towed to Kittery Point.
Do.....	26.....	1 mile ENE.....	—, rowboat.....			25			Went ashore from launch; picked up and returned to owner.
Do.....	235.....	1 mile NNE.....	Iona, m. b.....	20		5,000	3		Out of fuel; towed in to a dock at Erie.
Nov. 10.....	Gurkha.....	Boston Bay.....	Amy, m. b.....						Engine disabled; towed 10 miles to Quincy.
Do.....	152.....	2 miles E.....	Cohansey, m. b.....			1,000	3		Engine disabled at sea; picked up and brought into harbor.
Do.....	252.....	13 miles NW.....	James Mowatt, bge.....	523	Lumber.....	Unk'n.	7	3	Stranded in high sea; landed 3 men with their baggage.
Do.....	255.....	½ mile S.....	Ethel M., m. b.....			450	3		Engine disabled in high wind and sea; picked up and taken to dock.
Do.....	257.....	100 yards S.....	—, m. b.....			500	2	2	Engine disabled; about to go on reef; picked up and towed to St. James.
Do.....	278.....	1 mile N.....	Pilot, m. b.....			1,500	3		Engine disabled; went against breakwater; occupants escaping to structure; picked up and taken to dock.
Do.....	280.....	½ mile SW.....	Roamer, yt.....			2,000			Broke anchorage and went on breakwater; towed to station and moored.
Do.....	285.....	½ mile N.....	—, sbt.....			25			Stranded in heavy sea; hauled up on beach.
Do.....	286.....	½ mile NW.....	Cora, sch.....		Wood.....	1,000	2	2	Anchored in heavy squall; about to break up; worked to safe harbor.
Do.....	290.....	3 miles N.....	Florella, m. b.....	12		1,900	1		Dragged anchor in high sea; stranded; floated by lines run to a dock.

*Assistance rendered by cutters and stations involving the saving of life and property—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Nov. 10-11.	6.	5 miles NE.	Gertrude, slp.			\$300		2			Stranded; removed ballast and floated boat by use of empty barrels.
Nov. 11.	92.	1½ miles NNW.	Hydroplane No. 3697.			50,000		2			Disabled; forced to alight; towed to safe mooring.
Do.	92.	1½ miles NE.	Hydroplane No. 3366.			50,000		3			Disabled; forced to alight; towed to safe mooring.
Do.	112.	2 miles N.	Enola, m. b.			500		3			Stranded; floated on third attempt and towed into deep water.
Nov. 12.	256.	500 yards NE.	—, m. b.			400					Parted anchor chain in high sea and stranded; pulled clear and moored.
Do.	261.	12 miles ESE.	Onward, m. b.	8		2,500		3			Anchored in exposed place in gale; taken to safe water.
Do.	304.	6 miles SE.	—, skiff.		Fish.	75	\$50	1			Overloaded and unable to proceed against wind; towed in to a dock.
Do.	317.	1 mile NW.	Dispatch, str.	250	Merchandise.	10,000	1,500	6			Struck snag in fog; beached to prevent sinking; helped transfer cargo and repair damage.
Do.	318.	1 mile SW.	—, dory.			20					Drifting to sea; picked up and held for claimant.
Nov. 11-13.	Acushnet and Stations 45 and 50.	Woods Hole.	Gurkha, m. b.	15		12,000		2			Unmanageable in strong tide; went on ledge; floated after much work and taken to a dock.
Nov. 13.	139.	2½ miles ENE.	—, m. b.	4		1,000		14			Engine disabled; drifting on shoals; towed back to U. S. S. Shawmut.
Do.	261.	2 miles E.	Violet, m. b.			1,200		1			Shipped line and went adrift; assisted boat back to pier.
Do.	310.	4 miles SSW.	Ora, m. b.	8		4,250		1			Collided with log, disabling engine and rudder; towed to safety.
Nov. 14.	31.	1 mile NE.	—, dory.			25					Adrift; picked up and held for claimant.
Do.	95.	3 miles W.	Maureen, m. b.	8		5,000		3	3		Engine disabled in rough sea; about to go on rocks; picked up and towed to Greenport.
Do.	191.	do.	Clydie, m. b.		Lumber.	800	600	5			Lost anchor and cable and stranded; pulled clear and towed to Moorehead City.
Do.	216.	½ mile ESE.	106, m. b.			800		6			Engine disabled; drifting to sea; picked up and returned to light-house.

Do.....	235.....	1/2 mile WNW.....	Lawton, m. b.....			500.....	1.....	1.....	Engine disabled in gale, leaving man marooned on island; took off man and towed boat to safety.
Do.....	206 and s. c. No. 438.	1/2 mile N.....	H. E. Runnels, str.....	889	Hard coal.....		17.....	17 17	Missed harbor entrance at Grand Ma- rais in heavy weather and went on beach; went off in a surfboat and brought away all hands, 4 trips being made. In course of rescue some of sailors fell into sea and some of the Coast Guardsmen were washed over- board, but happily nobody was lost. The rescue was effected in a blinding snowstorm with everything coated with ice and a high sea running; succor afforded; vessel totally lost; all participants in rescue commended.
Nov. 15-16.	Acushnet.....	Massachusetts Bay.....	Falketind, sch.....	2,101	Barley.....	250,000	15.....	15.....	Alert, sails blown away, rudder broken; towed 30 miles to President Roads; put 1,000 gallons water on board.
Nov. 16.....	Seneca.....		Tide, str.....	303	Fish.....	100,000	25.....	25.....	Wire in propeller; in danger of going on shoals; towed 74 miles to Boston.
Do.....	9.....	3 1/2 miles SW.....	A-171, m. b.....		do.....	150	1.....	1 2	Engine disabled at sea in fresh wind; picked up and towed to station; suc- cor given boatman, also another boat- man who had tried to render assis- tance.
Do.....	25.....	1/2 mile N.....	Selma, m. b.....			600	8.....	8.....	Engine disabled; towed to safety.
Do.....	113.....	4 1/2 miles WSW.....	Pine, m. b.....				5.....	5.....	Stranded; floated and towed to safe anchorage.
Do.....	290.....	3 1/2 miles NNE.....	Flotilla, m. b.....	12		1,800	1.....	1.....	Dragged and filled; floated, towed 2 miles, and hauled out.
Nov. 17.....	233.....	18 miles E.....	Ermina, m. b.....			1,000	2.....	2.....	Engine disabled; proceeded 18 miles to vessel and towed her to shelter.
Do.....	236.....	1/2 mile W.....	Despatch, m. b.....			400	4.....	4.....	Engine disabled; floated and towed to safe moorings.
Nov. 18.....	258.....	4 miles SE.....	Helen Christine, m. b.....			2,000	2.....	2.....	Engine disabled, stranded in high surf; took men off and helped tug pull boat clear.
Nov. 19.....	82.....	1/2 mile NW.....	Edith M., cat.....			200			Broke anchor line and came ashore; hauled aloft.
Do.....	180.....	3 miles SSE.....	Hydroplane No. 2240.....				3.....	3 3	Went to sea and took 3 men off plane under circumstances of great danger; succor and clothing furnished.
Do.....	155.....	3 miles SE.....	W. J. Mathews, sch.....	69	Wood.....	5,000	4.....	4.....	Sails blown away and anchor gone; went aboard and repaired sails and ran vessel to safe harbor.
Do.....	191.....	1/2 mile N.....	Ganoga, m. b.....	19		15,000	3.....	3.....	Mistook light and stranded; pulled clear.
Nov. 20.....	Ossipee.....	Off Portland Harbor.....	Laconia, slip.....	10	Bait.....	3,000	4.....	4.....	Took disabled vessel from pilot boat and towed her to Portland Harbor.
Do.....	88.....	1 1/2 miles N.....	Squasux, m. b.....			2,500	2.....	2.....	Missed channel; stranded; floated and taken to safe anchorage.

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919. Nov. 20.	254.	2 miles W.	Ruth M. Ridout, m. b.	8		\$3,000		4			Broke mooring in heavy sea and went on beach; dredged channel to boat, hauled it afloat.
Do.	255.	10 miles NW.	Adolph, m. b.	9		450	\$40	2			Went on beach; floated after cargo had been unloaded, and towed to a dock.
Do.	279.	1 mile SE.	Arthur, m. b., and tow of 5 boats.			2,450		3			Engine disabled in lake with 5 boats in tow; picked up all boats and took them to moorings in harbor.
Nov. 21.	25.	1 mile SW.	—, sibt.			25					Parted, moorings and capsized; towed to beach and hauled out.
Nov. 22.	83.	2 miles W.	Induge, m. b.			1,800		4			Lost way in darkness and went ashore in rough sea; pulled clear and taken to station.
Do.	126.	1 mile NE.	Hydroplane No. O-3.			39,000		4			Towed by defective generator to alight in harbor.
Nov. 23.	15.	2 miles SSW.	—, m. b.			500		1			Engine disabled in choppy sea; picked up and towed to Rye, N. H.
Do.	26.	1 mile ENE.	No. E-440, m. b.			500		3			Engine disabled; picked up and towed to Quincy.
Do.	92.	4 miles W.	Hawk, m. b.			1,000			3		Sprung leak in rough sea; stranded; floated and towed to Flat Land Bay.
Do.	92.	2 miles NW.	Locust, m. b.			600			2		Engine disabled; stranded; pulled clear and towed to Cheshire.
Do.	235.	100 yards WNW.	Thistle, m. b.			500					Steering gear disabled; towed to a dock.
Nov. 24.	Manhattan.	New York Harbor.	Passaic, U. S. S.	580		100,000		25			Boiler burned out; towed into Grave- send Bay.
Do.	91.	50 feet E.						2			Surfman C. L. Still gave first aid to woman and baby, suffering from ptomaine poisoning, saving their lives. Commended.
Do.	192.	1 mile N.	Agnes, sibt.	36		10,000		7			Mistook channel and stranded; floated on rise of tide, and anchored.
Nov. 25.	92.	11 miles NE.	Hydroplane A-422.			20,000		3			Fell into water and sank; occupants escaping ashore; towed to beach; also furnished transportation to aviation, going to and from other planes.



Nov. 25...	92...	2 miles NE.	Hydroplane.					4	Engine disabled, leaving plane to drift; towed to naval air station.
Do.	234...	1 mile NW.	—, rowboat.			20			Went adrift in lake; picked up and restored to owner.
Do.	239...	600 yards ESE.	Dorothy, m. b.	8	Fish.	900	800	3	Vessel anchored offshore in high sea; took party off, and when gale abated put them back on board.
Nov. 27...	12...	4 miles S.	A-1246, m. b.		do.	1,000	35	1	Batteries exhausted in thick weather; picked up and towed to landing.
Do.	323...	1 mile E.	Barrett, U. S. S.	300		30,000		2	Parted lines in high sea, about to go adrift; went on board and cast off extra hawser and made boat secure. Changed mooring line to afford safety to launch in high sea.
Do.	323...	2 miles E.	—, m. b.			500		1	Stranded in thick weather; succored passengers and carried them to Hatteras; floated boat and towed it to Hatteras.
Nov. 27-28.	186...	6 miles NNE.	Cathleen, sch.	16	General.	1,500	10,000	9	While coming into port with barge in tow, blew off cylinder head, scalding 2 of crew; shot fire on board and towed steamer and barge into Key West.
Nov. 29...	Tuscarora...	Off American Shoal Light.	Ortolan, U. S. S.	1,000		500,000		73	Engine disabled in rough sea; picked up and towed to shelter.
Do.	236...	1 mile SSW.	Kingfisher, m. b.	6		2,000		1	Engine disabled; towed to Quincy.
Nov. 30...	26...	1 mile SSW.	D 133, m. b.			700		4	Parted mooring and stranded; pulled off and taken to pier.
Do.	26...	1 mile W.	Manchester, slip.			400			Stranded in gale; floated Dec. 5, and towed to Amityville.
Do.	86...	14 miles NNW.	—, m. b.			1,500		2	Engine disabled; stranded; floated and towed to station.
Do.	88...	1 mile E.	—, m. b.			500		2	Anchored in dangerous place and unable to get away; towed into safe water.
Dec. 1...	208...	2 miles S.	V-6018, m. b.			4,500		5	Towline in propeller; drifted on beach; floated, wheel cleared, and engine started.
Do.	208...	do.	Clyde.			900		1	Dragged and went ashore; floated by cutter and U. S. S. Petaspco.
Dec. 1-2.	Acushnet...	New London, Conn.	R-6, submarine.	550		700,000		29	Engine disabled; went on shoals; hauled across 400 yards of sand and taken to safe water.
Dec. 2.	Pamlico...	Alligator River.	Gossip, m. b.			1,000		3	Struck on mud flats; floated and anchored in deep water.
Do.	113...	20 miles WSW.	Bon Ton, m. s.	137		18,000		5	Engines disabled; drifting before wind and sea; picked up with difficulty and towed to Desdemona Sands Light, where vessel anchored.
Dec. 3.	Algonquin...	North Pacific.	Nishmaha, str.	9,600	Flour.	2,000,000	1,000,000	44	

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives persons rescued and from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919. Dec. 3.....	58.....	12 miles S. ½ W.....	Rita Howard, bge.....					2	2	2	Tug with 4 barges, disabled, drifting to sea in gale; took people off this barge and barge Peter Howard, and cut barges adrift; tug and other 2 barges then safely reached shelter; rescued persons suffering terribly from exposure; succored.
Do.....	58.....	do.....	Peter Howard, bge.....					2	2	2	Tug, with 4 barges, disabled; drifting to sea in gale; took people off this barge and other barge—Rita Howard—and cut barges adrift; tug and two other barges thereupon safely made shelter; rescued persons suffering terribly from exposure; succored.
Do.....	112.....	3 miles W.....	—, m. b.....			\$900		1	1		Stranded; floated on rise of tide and towed to Barnegat City.
Do.....	139.....	¼ mile W. by N.....	—, whaleboat.....			300		6			Boat, left at dock, by landing party from destroyer, stove in; made repairs and took boat and party back to vessel.
Do.....	234.....	1½ miles W.....	—, rowboat.....			5		1	1		Captured by sea; took occupant off bottom of boat and carried him home.
Dec. 4.....	14.....	2 miles W.....	—, skiff.....			10		2	2		Adrift; picked up and held for claimant.
Dec. 3-5.....	30 and 31.....	¼ mile SSW station 30.	John Howard, bge.....	481	Coal.....			2			Barge drifted ashore and occupants landed in boats, and sought shelter in vacant dwelling; found suffering from exposure and sent to hospital.
Do.....	30 and 31.....	do.....	Michael Howard, bge.....		do.....	15,000	\$10,000	2	2		Barge drifted ashore and occupants landed in boats and sought shelter in vacant dwelling; found suffering from exposure and sent to hospital; barge floated by tug Dec. 5, station crew assisting.
Dec. 5.....	29.....	4 miles NE.....	Scud, m. b.....			1,000	10	1			Engine disabled at sea; towed into Green Harbor for repairs.
Do.....	88.....	2½ miles ENE.....	—, m. b.....			400					Found bottom up in channel; towed ashore and hauled out

Do. ....	132.	14 miles S.	Stanley, m. b.	Fish.	25	2	.....	.....	.....	Engine disabled at sea; towed in to a dock.
Do. ....	139.	14 miles E. by N.	Soocony No. 3, str.	175	.....	12	.....	.....	.....	Ran kedge anchor and cable, enabling vessel to back off on rise of tide.
Do. ....	194.	1 mile SW.	Curtlew, m. b.	.....	2,000	4	4	.....	.....	Engine disabled outside bar, drifting toward breakers; picked up and towed to Southport.
Dec. 6. ....	12.	1 mile S.	....., rowboat.	.....	50	.....	.....	.....	.....	Adrift; picked up and returned to owner.
Do. ....	29.	3 miles E.	....., m. b.	.....	500	2	.....	.....	.....	Out of fuel; drifting to sea; towed to mooring in Green Harbor.
Do. ....	157.	3 miles ENE.	Methebesec, sch.	376	30,000	6	.....	.....	.....	Mistook light and stranded; ran anchor and hove vessel aloft.
Do. ....	276.	1 mile E.	Mohawk Kid II, m. b.	.....	500	.....	.....	.....	.....	Broke adrift; in danger of sinking; ran line and hauled boat out of driftwood.
Dec. 8. ....	4.	4 miles W.	Restless, m. b.	.....	1,000	2	.....	.....	.....	Engine disabled in rough sea; towed to safe anchorage.
Dec. 9. ....	150.	24 miles W.	....., m. b.	.....	3,000	1	.....	.....	.....	Went on beach in fog; repaired and floated and taken to dock.
Dec. 9-10. ....	122.	7 miles NE.	Eagle No. 14, str.	.....	.....	62	62	.....	.....	Engine disabled outside harbor; forced to anchor in dense fog; weather rough; in danger of dragging on bar; took off crew and stood by until vessel drifted over bar and into deep water, where a line could be put on board.
Dec. 10. ....	16 and 19.	4 miles SW. station 16.	Surge, str.	302	125,000	24	.....	.....	.....	Stranded in fog; put out kedge anchor and hauled vessel clear; taken in tow by tug.
Do. ....	174 and 175.	34 miles SSW.	Trenton, str.	85	10,000	9	.....	.....	.....	Lost rudder; stranded; floated with help of private boats, and towed to Mantoo.
Do. ....	190.	1 mile N.	Sirion, sch.	21	5,000	5	.....	.....	.....	Dragged ashore in high sea; floated on rise of tide, and taken to safe anchorage.
Do. ....	192.	3 miles S.	....., m. b.	.....	1,000	2	.....	.....	.....	Engine disabled; stranded; towed to safe water and overhauled.
Do. ....	236.	2 miles SW.	No. 49, derrick scow.	600	40,000	1	.....	.....	.....	Drifting in strong wind and rough sea; ran out mooring lines and made vessel secure.
Do. ....	311.	1 mile NW.	....., m. b.	.....	600	1	.....	.....	.....	Tied up by ice; in danger of capsizing; freed of ice and engine set running.
Dec. 10-11	94.	14 miles SW.	Shad, m. b.	20	3,000	3	.....	.....	.....	Dragged in rough sea and came on beach; floated, but later blown ashore; launched with difficulty and towed away by private boat.
Do. ....	311.	1 mile E.	....., m. b.	.....	1,000	.....	.....	.....	.....	Parted mooring in strong wind, and sunk; located by diver; helped pull out on beach.
Dec. 11. ....	Gresham.	Nantucket Sound.	Barbara W., Br. sch.	286	60,000	6	.....	.....	.....	Missed stays and stranded; floated and towed to safety.
Do. ....	9.	1 mile NW.	Gatherer, sch.	95	2,000	2	.....	.....	.....	Drifting in gale; helped get anchors and take vessel to safe anchorage.

## REPORT OF THE COAST GUARD.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Dec. 11.	191.	1½ miles N.	Virginia R., m. b.	7	General merchandise.	\$1,500	\$1,500	2			Engine disabled; dragging; towed to Bearfort.
Do.	276.	100 feet E.	—, wharfloat.		General.	15,000	10,000	15	15		Broke mooring and went adrift in strong current; secured by lines, run ashore, and occupants landed.
Dec. 11-12.	Manning.	Near station 173.	Traveler, str.	500		100,000		5			Broke adrift from towing vessel; went ashore; put line on board and towed vessel 8½ miles to Old Point Comfort. Stranded on Bevoen Island Shoal.
Dec. 12.	188.	2 miles NE.	Lettie May, m. b.			1,000		2			floated and towed to station dock.
Dec. 13.	10.	3 miles E.	Bessie A., m. b.			2,000		5			Engine disabled; adrift in rough sea; towed into Portland.
Do.	221.	6 miles NNE.	—, m. b.			500		2	2	2	Blown ashore in northern; occupants reached beach unassisted, but were in a pitiable state from exposure; succored overnight and restorative treatment given.
Dec. 14.	Algonquin.	Columbia River.	Brookwood, str.	3,500				45			fast in ice; freed and taken to a dock; while on this errand also freed steamer Manham from ice.
Do.	88.	3½ miles NE.	—, m. b.					1	1	1	Engine disabled; stranded on beach shore; boatman found on beach nearly frozen; restoratives given.
Do.	235.	1½ miles SSE.	Oma, m. b.			200		2	2	2	Engine disabled; stranded; took off occupants, who were suffering from exposure, and conveyed them and boat to station; succor given.
Dec. 15.	7.	4½ miles N.	Forget-me-not, m. b.			250		3			Engine disabled; towed to Port Clyde.
Do.	7.	6 miles NE by N.	Olivetta, lge.	58	Lumber.	2,000	2,500	2			Stranded while in tow; pulled clear and towed to Port Clyde and beached.
Do.	7.	do.	Francis Eaton, m. b.			1,000		2			Engine disabled; stranded; floated and towed to Port Clyde.
Do.	7.	do.	Etta M., m. b.			200		2			Do.
Do.	8.	500 yards SSE.	Esther M., m. b.		Lobsters.	900	100	1	1		Engine disabled; drifting toward rocks; picked up and towed to harbor.
Do.	82.	6 miles NW.	Hilda, m. b.			450					Broke away from towing vessel; towed to Bay Shore.
Do.	191.	4 miles SW.	—, m. b.			500		1			Rusted cylinder head at sea; towed to Moorehead City.

Do.....	193.....	2½ miles S. by E.....	Mildred, m. b.....	.....	2,000	.....	2	2	In breakers on Frying Pan Shoals; went aboard and piloted vessel to Southport.
Do.....	193.....	.....do.....	Falcon, m. b.....	.....	2,500	.....	2	2	In breakers on Frying Pan Shoals; piloted out of danger.
Do.....	207.....	¾ mile S.....	....., m. b.....	Fish	300	15	1	5	Engine disabled; towed to Salerno. Succored party of 5 hunters, suffering severely from exposure; clothing furnished.
Do.....	219.....	.....	.....	.....	.....	.....	.....	.....	Cast adrift from burning towboat; towed to anchorage in Boothbay Harbor.
Dec. 16.....	8.....	10 miles W. by S.....	Gatherer, sch.....	95	2,000	.....	2	.....	Ran aground; floated after 2 hours' work, and sent on way.
Do.....	73.....	1¼ miles NE.....	K-514, slip.....	.....	700	.....	2	.....	Stranded with 2 barges in tow; floated on rise of tide.
Do.....	117.....	¼ mile ESE.....	May, str., and tow.....	121 Gravel	60,000	12,000	11	.....	Engine disabled; towed to Moorhead City.
Do.....	191.....	1 mile E.....	L. C. Midgett, m. b.....	.....	300	.....	1	.....	Collided with another boat; beached to prevent sinking; made temporary repairs and towed boat to Harkers Island.
Do.....	191.....	3 miles SE.....	Nellie, m. b.....	.....	800	.....	3	.....	Blown ashore; floated with assistance of tug.
Do.....	208.....	300 yards W.....	Sago, m. b.....	12	3,000	.....	33	.....	Piloted out over bar to sea.
Do.....	222.....	1 mile NE.....	Grazia Carino, m. b.....	9 Ice	3,000	40	5	.....	Stranded in fog; pulled clear and sent on way.
Dec. 16-17.	Acushnet, Gresham and station 50.	Martha Vineyard Island.	Fairfield, str.....	2,073 Coal	500,000	20,000	39	.....	Stranded in thick weather; took crew off by boat; succor given; vessel floated by outsiders.
Do.....	6.....	4 miles NE.....	Lizzie D. Small, sch.....	190	2,000	2,000	4	4	Found in breakers; hauled out on beach; boat belonged to Lightship No. 46.
Dec. 17.....	161 and 162.....	3 miles S. station 161.	....., m. b.....	.....	300	.....	.....	.....	Engine disabled at sea in rough weather; towed to Swansboro, N. C.
Do.....	192.....	3 miles S.....	.....do.....	.....	700	.....	4	4	Fest in ice in lake; consumed nearly 5 hours in getting man ashore; boat left behind and lost.
Do.....	273.....	¾ mile SW.....	....., skiff	.....	.....	.....	1	1	Left in sinking condition by storm while on way from Cuba to New York; picked up by steamer Chicomico, and turned over to Manning; towline parted in gale during night; on morning of 17th vessel sank; 2 men in boat picked up by cutter and 5 others rescued by allowing lifeboats to drift down to wreckage; vessel had on board crew of 7 and 18 alleged Chinese stowaways; 5 of crew and 2 Chinese saved.
Dec. 16-18.	Manning.....	North Atlantic Ocean.	Sunbeam, sch.....	137	.....	.....	25	7	.....

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919. Dec. 19.....	Yocona.....	Memphis, Tenn.....	W. K. 132, str.....	75	Coal.....	\$2,000	\$500				Collided with another vessel and went adrift, passing Yocona; member of Yocona's crew boarded vessel and made line fast but it parted; he got a line ashore later, however, and saved boat.
Do.....	6.....	3 miles SE. by E.....	Darrell, m. b.....			500					Ice'd up at mooring; about to sink; removed ice and hauled boat out for winter.
Dec. 19-20.	43 and 44.....	1 mile S. station 44.....	Lake Cannonsburg, str.	1,404		250,000		38			Got off course and stranded; went aboard and by working engine at favorable tide got vessel aloft and into safe water.
Dec. 20	139.....	1/4 mile ENE.....	Howard L. Neff, bge..	353		4,000		1			Broke away from tug and went against pier; helped raise anchor, and ran line to tug.
Do.....	235.....	14 miles SW. by W.....	Onsajag, str.....	35	Fish nets.....	10,000	1,000	10	10		Fast in ice in midlake; went out on tug and brought vessel in.
Do.....	235.....	400 yards N.....							2		Picked up 2 boys carried out in lake on cake of ice.
Dec. 21.....	38 and 39.....	2 1/2 miles S. station 38.	James Slater, Br. sch.	424	Wood pulp.....			6	6		Unmanageable on account of ice; stranded and became total loss; set up breeches buoy gear, but lines failed; attached whipline to ship's boat and hauled it to and fro with tractor, landing all of crew.
Do.....	208.....	2 1/2 miles S.....	Thelma F., m. b.....			800		2			Went on sandbar; started engine and went overboard and pushed vessel aloft; piloted to safe water.
Dec. 22.....	194.....	4 miles NE.....	—, m. b.....			200		1	1		Engine disabled in heavy sea; boat in danger of swamping; occupant suffering from exposure; took man and boat to Southport.
Do.....	194.....	2 miles NE.....	Navajo, str.....	40		23,000		8			Fouled anchor; drifting towards rocks; raised anchor and towed boat to Southport.

Do. ....	194. ....	1½ miles ENE. ....	—, m. b. ....	—	—	300	3	Engine disabled; drifting to sea; went aboard and made adjustments, enabling boat to proceed.
Do. ....	222. ....	1½ miles E. ....	Spectre, m. b. ....	14 Fish. ....	3,000	5	—	Engine disabled outside harbor; towed safely in.
Dec. 23	24. ....	¼ mile NE. ....	—	—	—	1	1	Gave restorative treatment and succor to man who attempted suicide by drowning, but had been rescued by workmen nearby.
Do. ....	92. ....	2 miles NW. ....	Locust No. 4525, m. b. ....	—	600	2	—	Engine disabled; stranded; pulled clear and towed to Canarsie.
Do. ....	191. ....	1½ miles N. ....	Hilda, m. b. ....	Furniture. ....	500	4	—	Engine disabled; on lee shore; towed to Beaufort.
Do. ....	259. ....	5 miles S. ....	Teal, m. b. ....	5 Mail and provisions. ....	700	5	—	Mail boat badly aleak; hauled out on beach.
Dec. 24	Itasca. ....	Lat. 37° 40', long. 74° 33'. ....	Princess May, Br. str. ....	1,022 Fruit. ....	300,000	60	—	Oil pump disabled; shot line on board and towed vessel 80 miles to Delaware Breakwater.
Do. ....	Gresham and station 23. ....	Manomet Point. ....	Essex, str. ....	389	—	17	—	Struck wreckage and damaged bottom; badly aleak; towed to Boston.
Do. ....	Tioga. ....	Off River View, Md. ....	John N., m. b. ....	5	500	3	—	Shaft broken; towed in to Baltimore Harbor.
Do. ....	6. ....	1 mile NNE. ....	Oricle, m. b. ....	—	700	1	—	In danger of being carried to sea by ice; broke channel and put vessel alongside wharf.
Do. ....	30. ....	2½ miles WSW. ....	C 937, m. b. ....	—	300	—	—	Fast in drifting ice; freed and towed to Plymouth.
Do. ....	155. ....	2 miles SW. ....	—, m. b. ....	Hunting equipment. ....	500	2	—	Out of fuel and aleak; pumped out, given gasoline, and sent on way.
Do. ....	180. ....	¼ mile S. ....	Seaplane. ....	—	60,000	6	5 4	Engine disabled; propeller damaged; took off a doctor, and sent him on his way to answer a call from Avon; the 4 others succored at station.
Do. ....	259. ....	do. ....	—	—	—	—	1	Clothing of young man, acting rôle of Santa Claus, caught fire, burning him severely; fire put out and victim treated.
Do. ....	319. ....	200 yards W. ....	—	—	—	—	1	Wharf gave way, throwing man overboard; launched boat in high sea and picked him up.
Dec. 23-25	314. ....	1 mile NW. ....	—, scow. ....	—	50	—	—	Carried away moorings and drifted to sea; water-logged; towed ashore and beached.
Dec. 25	189. ....	1½ miles SW. ....	No. 1154-T, m. b. ....	—	500	—	—	Went adrift in high sea and struck shoal; worked clear and turned over to owner.
Dec. 28	123. ....	12 miles E. ....	Fish Hawk, m. b. ....	—	750	2	—	Engine disabled at sea; found after 2-hour search and towed to harbor.
Do. ....	222. ....	¼ mile W. ....	Grazia Cerino, m. b. ....	9 Fish. ....	3,000	6	—	Stranded; worked adrift and sent on way.

*Assistance rendered by cutters and stations involving the saving of life and property—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1920. Feb. 2.....	32.....	½ mile W.....	—, m. b.....	.....	.....	\$100.....	.....	2.....	.....	.....	Engine disabled in rough sea; went aboard and put out anchor to keep boat off beach.
Do.....	191.....	½ mile N.....	Mamie, m. b.....	.....	.....	200.....	.....	1.....	.....	.....	Engine disabled in rough sea; towed to Beaufort, N. C.
Feb. 4.....	58.....	do.....	Mildred, m. b.....	5.....	.....	1,000.....	.....	1.....	.....	.....	On beach and in danger from ice; hauled out.
Do.....	133.....	100 yards NE.....	Gillarine, m. b.....	.....	.....	3,000.....	.....	.....	.....	.....	Parted mooring and went into bulk-head; taken to safe place.
Do.....	139.....	1 mile ENE.....	Estrela do Mar, sch.....	450.....	.....	22,000.....	.....	12.....	.....	12.....	Set against schooner Charles D. Stan-ford in high wind and sea, then blown away carrying her headgear and smashing the other vessel's stern; ran lines to keep the 2 vessels apart; crew succored.
Do.....	139.....	do.....	Frank Brainerd, sch.....	254.....	Mahogany.....	75,000.....	\$40,000.....	4.....	.....	.....	Parted lines in high wind and sea while at pier; ran lines several times to make vessel secure.
Do.....	191.....	1 mile N.....	Atlantic, m. b.....	14.....	.....	5,000.....	.....	4.....	4.....	.....	Stranded in thick weather; pulled clear and towed to Beaufort.
Do.....	191.....	1½ miles SE.....	Dewey, m. b.....	27.....	Potatoes.....	2,500.....	3,500.....	4.....	4.....	.....	Set ashore by wind and current; pulled clear and sent on way.
Feb. 4-5.....	146.....	Near station.....	.....	.....	.....	.....	.....	.....	17.....	.....	Cottages on beach threatened by storm tide; removed a number of women and children to safety and saved several cottages from being swept away.
Feb. 5.....	60 and 61.....	1 mile NW station 61.....	Martha D. Reid, sch.....	50.....	Sand.....	1,000.....	50.....	2.....	.....	.....	Fast in ice at dock; about to sink; hauled out with buckets and removed to shallow water.
Do.....	126.....	½ mile NE.....	George R. Skoldfield, str.....	1,646.....	.....	75,000.....	.....	4.....	4.....	4.....	Driven ashore in high wind and sea; took crew off by breeches buoy; succor afforded.
Do.....	138.....	½ mile E. by N.....	Priscilla, yt.....	65.....	.....	30,000.....	.....	8.....	.....	.....	Set against pier in high wind and sea; caused ashore by lines.
Do.....	149.....	1½ miles N.....	—, houseboat.....	.....	.....	300.....	.....	2.....	2.....	2.....	Houseboat carried away in high sea; leaving man and boy marooned on island; brought ashore and succored.



Do.	313.	1/2 mile SE.	Transit, m. b., and tow.	Wood.	3,000	300			
Jan. 10.	310.	2 1/2 miles NE.	Juanita, m. b.	8	4,000	1			Towing cable fouled propeller; drifting to sea; picked up and towed it into harbor; crew abandoned boat before station crew appeared.
Jan. 10-11.	Manning	Off Cape Hatteras.	Undaunted, str.	450	150,000	34			Struck submerged log and sunk; towed into shallow water.
Jan. 11.	212.	1/2 mile NE.	V-408, m. b.		1,000	2	2		Steering gear disabled in high sea; picked up by steamer Geo. E. Padelford, which stood by until morning of 11th, when Manning appeared; passed line to Undaunted and towed her to Virginia Capes, when she continued on to her anchorage alone; her steering gear having been repaired.
Jan. 12.	219.	1/2 mile SSE.	Mississippi Girl, bge.	299	9,000	1			Out of fuel; picked up and taken to station; men given food and boat towed to Pensacola.
Jan. 13.	12 and 13.	1/2 mile NE. station 13	—, floating stage.		100				Dragging in high sea; ran lines and secured barge to jetty.
Jan. 14.	49.	3 1/2 miles ESE.	—, m. b.		700				Pulled floating stage off rocks and took it to place of safety.
Do.	150.	2 miles SW.	.do.	Oysters.	600	1			Sank at moorings in rainstorm; hauled ashore; bailed out and moored.
Jan. 15.	193 and 194.	2 1/2 miles E. station 183.	Samuel Faunce, str.	89	35,000	14			Engine disabled; towed into harbor and anchored.
Do.	299.	800 yards S.	No. 112, m. b.	Supplies	600	1			Stranded through error of compass; floated and turned over to tug.
Do.	299.	At station.	Shirley, m. b.	5 Mail and supplies.	700	2			Driven on beach by surf and ice; hauled out by use of team.
Jan. 16.	Acushnet.	Entrance Cape Cod Canal.	Texasco 146, str.	458	325,000	14			Fast in ice; hauled out on beach.
Do.	.do.	Buzzards Bay.	Northern No. 12, sch. bge.	930	40,000	3			Do.
Do.	.do.	.do.	No. 705, sch. bge.	915	60,000	4			Do.
Do.	.do.	.do.	No. 767, sch. bge.	507	30,000	3			Do.
Do.	8 and 9.	3 miles E. by S. station 8.	Francis Eaton, m. b.		700	2	2		Boat feed-up and engine disabled; compelled to anchor in dangerous position in gale with night coming on; discovered by lookout; picked up and taken to wharf in Kennebec River; towed to Boothbay Harbor on 10th by boat from station No. 8.
Do.	15.	1 mile NE.	Two motor boats.		900				Fast in ice; freed and hauled out on beach.
Jan. 16-17.	139 and 140.	2 miles ENE. station 139.	No. 16, m. b.		1,000	2	2	2	Fast in ice; hauled boat in near shore and took crew off; then pulled boat out on beach; boatmen succored at station No. 139.
Jan. 17.	Acushnet.	Buzzards Bay.	Panther Creek, bge.	739	30,000	2			Unable to proceed in ice; helped get vessel to anchorage.
Do.	.do.	.do.	Nesquehoning, bge.	967	35,000	4			Do.

## REPORT OF THE COAST GUARD.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1920. Feb. 8.	235.	1½ miles S.							2		Rescued 2 fishermen who broke through rotten ice while returning ashore; also directed many other fishermen course to take shoreward to avoid danger.
Feb. 9.	50.	1 mile W.	Merlin, cat.			\$800					Fast in ice and aback; freed of water and calked.
Do.	191.	1 mile NW.	Hattie, m. b.			300		2			Engine disabled; towed to Moorehead City, N. C.
Feb. 4-10.	Manning.	North Atlantic Ocean.	Jacksonville, str.	6,000	Lumber.	1,350,000	\$1,000,000	44	44		Rudder carried away in heavy gale a sea; conveyed and towed 23½ miles to Cape Henry.
Feb. 10.	Seneca.	Lat. 39° 57' N., long. 67° 26' W.	Yaklok, str.	6,150	Rye.	1,900,000	1,000,000	45			Engine disabled; picked up and towed 202 miles to Ambrose Channel.
Do.	235.	¾ mile S.							13		Rescued 13 fishermen across bad ice to the shore.
Feb. 11.	Apache.	Neal Sound.	Martin Wagner, sch.	33		3,000		8			Driven ashore in gale; pulled afloat.
Do.	do.	do.	H. M. Rowe, sch.	39		4,000		8			Do.
Do.	do.	do.	Ella Cripps, sch.	45		3,500		8			Do.
Do.	322.	¾ mile SE.	C-517, m. b.	10		6,000		4	4		Engine disabled; dangerously near rock-studded breakers; picked up and taken to station; thence to home wharf.
Feb. 14.	Seneca and stations 88 and 89.	Jones Inlet Bar.	Malden, str.	5,094		2,000,000		45			Lost bearings and stranded on Jones Inlet Bar; ran lines and pulled vessel afloat.
Do.	Vaughan.	Woman Key.	G. J. Boyce, sch.	303		30,000		7	7		Anchored in bad position among shoals in gale; passed line and towed vessel to Key West.
Feb. 15.	308.	6 miles SW.	Smile, m. b.		Crabs.	1,000	10	1			Engine disabled; picked up and towed to Tokeland, Wash.
Feb. 16.	45.	2 miles WSW.	—, m. b.			50					Carried out of harbor in ice and set ashore; recovered and owner notified.
Do.	123.	1 mile N.	Laddie, m. b.			700		2	2	2	Steering gear broken; stranded; occupants, suffering badly from exposure, taken off and succored; boat floated.

Do.	208.	1½ miles S.	Paw-Paw, m. b.		125	2	1	1	
Feb. 18.	7.	Georges Banks.	Fannie E. Prescott, sch.	124	25,000	19	19	1	Swamped in rough sea, one man swimming to island and the other ashore for help; succored man who came ashore and went out and got the other boat recovered.
Do.	310.	8 miles WSW.	Elizabeth, m. b.	6	3,300	2	2	2	Lost rudder on fishing banks in high wind and sea; picked up and taken to safe anchorage at Burnt Island Harbor.
Feb. 16-19.	Manning and Itasca.	Lat. 34° 55' N., long. 74° 50' W.	Watowan, str.	8,800	1,500,000	45	45	45	Out of fuel and adrift outside of Columbia River Bar; picked up and towed in.
Feb. 19.	Gresham.	Province/own Harbor.	Grace Clinton, sch.	33	10,000	3			Disabled off Cape Hatteras; picked up by Itasca; cutter became disabled while towing steamer; both vessels picked up and towed into Chesapeake Bay by Manning.
Do.	Snohomish.	Elwa River.	America, m. b.	37	7,000	11			Past in ice and dragging ashore; picked up with difficulty and towed to safe berth in harbor.
Do.	Manning.	Off Cape Henry.	Cruso, str.	2,442	700,000	39	39		Out of fuel; unable to make port; picked up and towed into Port Angeles.
Feb. 19-20.	Acushnet and station 60.	4 miles E.	Lykens, str.	1,120	500,000	44			Out of fuel at sea; entirely helpless; picked up and towed to Hampton Roads.
Feb. 20.	Arcata.	Straits of Fuca.	—, m. b.		800	3			Stranded in thick snowstorm; lost propeller; pulled clear and towed to New Bedford.
Do.	50.	1½ miles NE.	Polia, cat.		1,000	2	2		Main shaft disabled; towed into Port Townsend.
Do.	222.	1½ miles W.	Spectre, m. b.	14	3,000	8			Engine disabled in rough sea at night; picked up and towed into a wharf.
Feb. 22.	Tallapoosa.	NW. channel.	Mascotte, str.	884	200,000	139			Ran out of channel and stranded; worked aloft by use of sails and engine.
Do.	Arcata.	Port Townsend Bay.	Chum, m. b.		300	1			Dragged anchor and stranded; floated with assistance of Lighthouse steamer Ivy.
Do.	4.	4 miles NNW.	Eva A. Race, sch.	12	700				Engine disabled; towed to wharf.
Feb. 23-24.	Manning and stations 162 and 168.	3½ miles SE. station 168.	Lake Lessa, str.	2,352	480,000	37			Set afloat by ice, filled, and listed; floated and made secure at dock.
Feb. 24.	Manning and stations 162, 164, 165, 166, 167.	3½ miles S. station 164.	Tallac, str.	1,365		23	23	9	Stranded in fog; station crew ran lines, and cutter pulled vessel afloat.
									Stranded in snowstorm, shot line on board but unable to set line up readily, so launched boat; landed balance taken on board cutter; vessel total loss.

*Assistance rendered by cutters and stations involving the saving of life and property—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1920.											
Feb. 27....	Tallapoosa.....	10 miles NE. Hillsboro Light.	Phoenix Ridge, str....	3,658	Chicory and potash.	\$555,000	.....	37	.....	.....	Disabled by boiler trouble near the Bahamas; picked up by steamer Calvenia, towed to locality of Hillsboro Inlet and turned over to cutter, which brought vessel into Key West. Collided with another barge while in tow; broke away and drifted ashore; pulled afloat with great difficulty, due to drifting ice.
Feb. 28....	Acushnet.....	Marthas Vineyard...	Dover, bge.....	2,500	.....	300,000	.....	6	.....	.....	Short of fuel at sea; conveyed and towed to Ambrose Channel Light Vessel.
Do.....	Seneca.....	Lat. 38° 40' N., long. 73° 02' W.	Lake Copely, str....	1,456	Sugar, coffee, and hides.	364,000	\$300,000	39	.....	.....	Set aground by fresh wind; pulled afloat.
Do.....	Larsen.....	Miami Harbor entrance.	Fuel oil, str.....	1,300	Crude oil....	.....	.....	.....	.....	.....	Went on shoals; floated and sent on way.
Do.....	196.....	6 miles N.	Anna Lena White, sch.	13	Flah.....	1,500	3,000	2	.....	.....	Out of coal; burning fixtures attempting to reach port; picked up and towed 50 miles to Newport.
Mar. 1-2....	Acushnet.....	North Atlantic Ocean.	Hilton, str.....	3,102	Fertilizer salts	800	80	35	35	.....	Mistook channel and stranded; pulled afloat with help of tug.
Mar. 2....	.....do.....	Rose Island, R. I....	Cedar Spring, str....	2,343	.....	750,000	.....	36	.....	.....	Engine disabled; drifting toward breakers; towed ashore and engine repaired, then taken to safe place.
Do.....	208.....	200 yards E.....	Nancy, m. b.....	.....	Flah.....	350	10	1	.....	.....	Drugging out of harbor in ice; picked up and taken to safe anchorage.
Mar. 3....	40.....	3 miles NNE.....	Persia, m. b.....	.....	.....	800	.....	.....	.....	.....	Engine disabled; picked up and towed to Key West.
Mar. 4....	Tuscarora.....	Lat. 24° 50' N., long. 80° 40' W.	Vidette, m. b.....	38	.....	.....	.....	3	.....	.....	Fast in ice; hauled out on beach.
Do.....	32.....	1½ miles E.....	No. 712, m. b.....	.....	.....	200	.....	2	.....	.....	Broke through ice while returning ashore; rescued.
Do.....	235.....	1½ miles S.....	.....	.....	.....	.....	.....	.....	1	.....	Fast in ice and leaking; taken to safety over ice.
Mar. 5....	58.....	½ mile N.....	Emma J, m. b.....	.....	.....	300	.....	1	.....	.....	Went on reef while trying to pick up drifting barge in gale; took off crew in high sea and placed them on naval tug.
Mar. 5-6...	155.....	2 miles SE.....	No. 118, subchaser.	.....	.....	.....	.....	13	13	.....	

Mar. 7	12	1/4 mile NE	—, rowboat	—	—	75	—	—	—	—	—	Adrift in ice and full of water, picked up and hauled out on beach.
Do	180	2 1/2 miles W	Signet, m. b.	—	—	1,000	1	1	1	1	1	Went on reef in rough sea; floated and taken to safe berth, succored boatman overnight.
Mar. 8	147	3 miles N	—, m. b.	5	—	900	—	—	—	3	—	Struck sunken log, breaking propeller and rudder; stranded, floated and turned over to towboat.
Mar. 10	Arcata	Port Townsend Bay	Ben Hur, m. b., and tow.	14	—	3,500	2	—	—	—	—	Boat towing raft of piles; disabled and unable to make headway in wind; towed 6 miles to wharf.
Mar. 11	12	1/4 mile W	—, skiff	—	—	30	—	—	—	—	—	Parted line and went adrift in ice; picked up and taken ashore.
Do	241	1 1/2 miles NW	—, sibt.	—	Mail	75	9	9	—	—	—	While on way to Kalley's Island with mail broke through ice; iceboat, being too small to support, all occupants in water, party was in great danger, brought all hands ashore with great difficulty; also saved mail.
Mar. 12	71 and 72	2 1/2 miles W. by S. station 71.	Lake Deval, str.	2,329	Sulphur	—	34	27	7	—	—	Stranded in fog; 7 men reached shore in ship's boat; others landed with beach gear under great difficulties, 4 men given restorative treatment, and 7 succored; vessel floated Mar. 20 by tugs, loss to vessel and cargo, \$273,000.
Do	56	1/4 mile W	Tramp, m. b.	6	—	2,500	1	1	—	—	—	Stranded in breakers in fog; rescued occupants and hauled boat out on beach.
Do	161	—	—, rowboat	—	—	—	1	1	—	—	—	Small boat from pilot boat Relief, going ashore, caught in ebb tide and swept to sea, picked up and returned to Relief.
Do	283	1/4 mile W	—, bge., and raft	400	—	2,000	—	—	—	—	—	Parted line and went adrift in ice; returned to mooring after 3 hours' hard work.
Mar. 13	191	3 miles W	—, m. b.	—	—	300	2	2	—	—	—	Chain in propeller; stranded in breakers; floated and towed to Morehead City.
Do	191	1 1/2 miles N	do.	—	Oysters	500	1	1	—	—	—	Engine disabled; stranded; pulled clear and towed to Morehead City.
Mar. 14	Acrushnet	Handkerchief Shoal	Isaiah K. Stetson, sch.	313	Coal	—	6	6	—	—	—	Sunk by wind and sea near Handkerchief Shoal; crew taken off.
Do	217	4 miles NE	Galvez, m. b.	59	—	5,000	54	—	—	—	—	Engine disabled; stranded; floated and towed to Galveston.
Do	217	7 miles W	Marinet, m. b.	—	—	1,000	1	—	—	—	—	Ran on sunken pontoon; leaking badly, and sea rising; pulled clear and towed to Galveston.
Mar. 15	217	4 miles NW	—, skiff	—	—	20	1	1	—	—	—	While light keeper was on beacon making repairs his boat drifted away; picked up boat and keeper and took them to Galveston.

*Assistance rendered by cutters and stations involving the saving of life and property—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1920.											
Mar. 15-17.	Manning.....	Off Cape Lookout...	Mohawk, str.....	4, 623	General.....	\$80, 000	\$80, 000	329	.....	.....	Engine disabled at sea; picked up and towed 220 miles to Cape Henry.
Mar. 17....	123.....	½ mile NE.....	Ethiel, bank skiff.....			1, 300		2	.....	.....	Got out of channel and stranded worked on planks and rollers several hundred feet into deep water.
Mar. 18....	Seminole, and 194.....	2 miles ESE. station.	Emma Belliveau, Br. sch.....	264		22, 000		7	.....	.....	Mistook buoy and stranded; pulled afloat.
Do.....	179.....	3 miles SE.....	Marjorie, m. b.....		Mall.....	300		1	1	1	Engine disabled in rough sea; towed to station and boatman sheltered overnight; engine adjusted.
Mar. 19....	20.....	½ mile NNE.....	—, dory, and tow.....		Cement.....	50	40	2	.....	.....	Drifting down river in ice; picked up and towed to station; removed cargo and stored it in old station.
Do.....	32.....	½ mile S.....	—, m. b.....		Fish.....	500	75	2	.....	.....	Engine disabled on way home from fishing grounds; stranded; worked afloat.
Do.....	83.....	2 miles N.....	River Queen, m. b.....		Naval supplies.....	700	300	5	.....	.....	Engine disabled; towed ashore, helped unload cargo; boat then towed to Bay Shore.
Do.....	234.....	1½ miles W.....	—, m. b.....			500		2	2	.....	Engine disabled, in dangerous position with wind and sea rising; picked up and taken to dock.
Do.....	254.....	2 miles W.....	Irish Girl, m. b.....	14		2, 000					Frozen in, water rising over ice, threatening to sink vessel; pumped out and chopped free of ice.
Do.....	318.....	18 miles N.....	Gloomy Gust, m. b.....	6		800		2	.....	.....	Engine disabled outside harbor; picked up and brought in.
Mar. 19-20.	264.....	½ mile WNW.....	Elizabeth S. K., m. b.....	29		5, 000		2	.....	.....	Fast in ice; worked free with much difficulty.
Mar. 21....	Pequot.....	Cold Spring Inlet, N. J.....	N-7, submarine.....	350				23	.....	.....	Ran aground while entering inlet; pulled clear.
Mar. 22....	Pequot, 131 and 135.....	Off Wildwood, N. J.....	Jean Campbell, sch.....	277	Fustic wood.....	60, 000		7	.....	.....	Hove to offshore, out of provisions and water; vessel's hull covered with marine growth rendering her unmanageable; helped get anchors and rendered other assistance; towed into inlet.

Do.	133.	2 miles NW	—, skiff	1,000	4	4	Engine disabled; stranded; pulled clear and taken to dock.
Do.	254.	2 miles W	Wayne, m. b.	2,000			Frozen in; sunk by water rising over ice; hauled into shallow water, pumped out and floated.
Do.	306.	16 miles SSW	Uncle Jim, m. b.	4,000	6	5	Anchored in rough water; occupants unable to run engine; put master on board and conveyed vessel to safe water.
Mar. 23	Yamaoraw	Savannah River entrance.	Vittorio Emmanuelle III, str.	1,500,000	45		Steering gear disabled in gale; picked up and towed 21 miles up Savannah River.
Do.	22.	3 mile NW	—, m. b.	175	1		Engine disabled; boatman unfamiliar with machinery; went on board and set engine going.
Do.	285.	4 miles NE	Elaine, m. b.	300	2		Engine disabled in lake; picked up and brought into harbor.
Mar. 25	191.	5 miles SW	Reaper, m. b.	2,500	2		Engine disabled at sea; towed inside Beaufort Inlet; landed occupants.
Mar. 20-25.	Acushnet, and sta. 60.	3 mile SE. station.	Jere G. Shaw, sch.	130,000	9	5	Mistook light in snowstorm and stranded; took off 5 of crew in breeches buoy; ran hawser; vessel floated by cutter and tugs.
Mar. 26	23.	5 miles NE	—, m. b.	400	2		Engine disabled; anchored in exposed place; picked up and towed to Gloucester.
Do.	279.	3 mile E	Floating clubhouse	6,000			Parted line and drifted toward lake; with outside assistance, ran anchors and made boat secure.
Mar. 28-27.	Acushnet	Great Round Shoal.	Dorothy Palmer, sch.	250,000	40,000	15	Boilers disabled; vessel leaking badly; picked up and towed to Vineyard Haven.
Mar. 27	Station 217	3 miles NW	Charly, m. b.	600		1	Engine disabled; towed to Galveston.
Mar. 27-28.	Manning, 170 and 171.	3 miles N. station 171.	Marcus Hook, bge.	45,000		6	Stranded while in tow of tug Lizale D; pulled afloat and towed to Hampton Roads; station crews ran lines.
Mar. 28	240.	3 mile W	No. 28, rowboat	65	2	2	Blown ashore; occupants (boys) badly frightened; picked up and taken to safety.
Do.	288.	3 miles NW	No. 832, m. b.	500	1		Engine disabled; fast in ice; towed to safety alongside pier.
Mar. 29	22.	8 miles N	—, m. b.	375	20	1	Engine disabled, offshore in rough sea; picked up and brought into harbor.
Mar. 30	22.	3 mile F	Greenwood, bge.	32,000	17,000	5	Fouled wheel ropes and went on ledge floated on rise of tide.
Do.	216.	3 mile NE	—, m. b.	900		3	Engine disabled, picked up and returned to dredge Galveston.
Mar. 31	278.	1 mile ENE	Morning Star, m. b.	7,000		2	Engine disabled; drifting toward breakwater; taken in tow while engine was being repaired.
Do.	308.	3 miles SE	Seafarm, m. b.	800	2	2	Engine disabled; stranded; floated and towed to station; boatmen succored; over night.

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1920.											
Apr. 1.....	7.....	5 miles ENE.....	Mildred W., m. b., and tow.			\$2,500		2			Engine disabled; assisted private launch to get vessel into Tenants Harbor.
Do.....	15.....	1 mile NE.....	—, m. b.....			500					In dangerous position on beach; launched and taken to safe water.
Apr. 2.....	294.....	400 yards E.....							10		Took off breakwater 10 workmen, endangered by high sea and ice.
Do.....	313.....	500 yards S.....	—, lifeboat.....			150					Removed from jettty rocks to safe place on beach; evidently washed ashore from same vessel.
Apr. 3.....	50.....	2½ miles W.....	—, m. b.....			300					Parted mooring and went ashore; hauled out on beach.
Apr. 4.....	8.....	1 mile S.....	Rebecca R., m. b.....			500		1			Engine disabled; picked up and towed to Hothbay Harbor.
Do.....	23.....	9 miles NE.....	Sawyer, str.....			5,000		5			Engine disabled; picked up and taken to Gloucester.
Do.....	261.....	1 mile E.....	No. 350, m. b.....		Mail.....	700		7	7		Fast in ice in rough sea; took off occupants and landed mail; ran lines to boat which held her safe when ice moved out.
Do.....	265.....	1 mile S.....							7		Assisted ashore 7 persons who had gone overboard from vessel fast in ice.
Do.....	279.....	½ mile S.....	Lucile, m. b.....			700		1	1		Engine disabled; about to go against breakwater; picked up and taken to mooring.
Apr. 5.....	191.....	1 mile NE.....	Dirie, m. b.....			500		1			Engine disabled; stranded in high sea; floated and towed to Monahan City.
Apr. 6.....	222.....	1 mile NW.....	Charlotte, m. b.....			1,500		9			Stranded in rough sea; landed 7 persons; floated vessel and supplied her with gasoline.
Apr. 6-7.....	Tuscarora.....	Off Segua la Grande, Cuba.	Eastern King, str.....	3,164	General.....	500,000	\$600,000	39			On fire, towed and conveyed to port at Cay Frances.
Apr. 7.....	112 and 113.....	½ mile E. station 112.	Marion L. Curtis, sch.	28	Oysters.....	1,000	1,500	1	1		Engine disabled; succored master overnight; repaired engine and pumped vessel out; towed by station 113 to safe water.



Apr. 9	123	1½ miles N	NC-2, seaplane.		200,000		7	7	
Apr. 10	Manning	Off Cape Henry	Bright, sch.	2, 176	Coal	300,000	20,000	17	Went on bar while trying to alight in thick weather; landed crew; removed gasoline from tanks and helped float plane and make repairs; crew sheltered at station. This service extended over several days.
Do.	34	¾ mile NNW	Mystery No. 5, dory						Anchored in dangerous position in strong wind; towed to safe anchorage inside cape.
Do.	83	3 miles NW	Water Island, m. b., and tow			1,500		1	Found on beach, bottom up; hauled out of water.
Apr. 10-12	Manning	Lat. 34° 25' N., long. 74° 50' W.	Lake Pachuta, str.	2, 416		480,000		40	Engine disabled; went on bar; floated and towed to safe water.
Apr. 12	1	12 miles WSW	William Keene, sch.	63	General	5,500	15,000	2	Disabled in locality of Cape Hatteras; picked up and towed inside Cape Henry.
Do.	5	1 mile S. by E	Jennie M., m. b.			500		1	Set leak by ice; put part of station crew on board to man pumps and towed vessel to Lubec.
Do.	88	¾ mile W	Hattie F. Burcham, m. b.	6	Oysters	1,000	400	2	Lost bearings and ran on bar; floated and given sailing directions.
Apr. 13	25	¾ mile N. by W	Lifeboat			20		7	Missed channel and stranded; floated and sent on way.
Apr. 13-14	Tuscarora	Florida Reefs	Edward R. Smith, sch.	565	Coal	100,000	5,600	7	Stranded in heavy squall; floated and towed back to steamer.
Apr. 14	235	1½ miles NW	Sodus, str., and tow	42		8,000		6	Went on reef; floated after 18 hours' work and towed to Key West.
Apr. 15	Ossipee	Lat. 39° 33' N., long. 62° 23' W.	Mystic, str.	3, 654		1,900,000		45	Stranded; in danger from ice; hauled clear.
Do.	123 and 125	5 miles E. station 125	No. 1420, hydroplane.			2,000		3	Boilers disabled at sea, leaving vessel at mercy of gale; fuel and water nearly gone; shot fired on board and towed vessel nearly 400 miles to Boston.
Apr. 16	92	1 mile SE	Skiff		Lobster pot	1,000	500	2	Engine disabled; drifted ashore; ran lines and pulled plane off beach; boat from station 123 then towed her to Atlantic City.
Do.	264	¾ mile WNW	Cape Piegion, m. b.	10		1,500		3	Engine disabled while at sea attending lobster pots; compelled to remain overnight at sea, picked up and towed to harbor.
Apr. 17	264	700 yards WNW	do	10		1,560		3	Propeller broken in ice; towed to station and hauled out, and new wheel shipped.
Do.	264	do	Mary A., m. b.	9		1,200		3	Fast in ice; went out on U. S. Engineers' motor boat and ran line; vessel towed into clear water.
Do.	264	700 yards WNW	Princess, m. b.	6		1,000		2	Do.
Apr. 18	25	¾ mile S.	Alice May Davenport, m. b.			400		2	Do.
								2	Engine disabled; towed to landing, where repairs were made.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1920.											
Apr. 19.	20.	1 mile NW.	—, m. b.			\$150		5	5		Engine disabled; drifting toward bar in heavy sea; picked up and taken to safe anchorage.
Do.	24.	1 mile SW.	C-1151, m. b.			400		5	5		Engine disabled in choppy sea; picked up and taken to wharf.
Do.	24.	1 mile N.	229-E, m. b.			300		2			Engine disabled in choppy sea; towed to a wharf.
Do.	25.	1 mile SW.	Alice May Davenport, m. b.			400		1			Engine disabled; in rough sea; picked up and returned to parent ship.
Do.	263.	1 mile SSW.	—, m. b.			1, 100		2			Fuel lost through leaky pipe; towed to a wharf.
Do.	273.	14 miles W. by S.	Mary Abby, m. b.	6		2, 000		4			Engine disabled in lake; picked up and towed 14 miles to St. Joseph.
Apr. 18-20.	Snohomish and 306.	Neah Bay, Wash.	Henry Wilson, sch.	499	Piling.	25, 000	\$15, 000	26		3	Disabled at sea; towed into port by a steam schooner and beached; landed crew and their effects and succored 3 of them; vessel floated by cutter and towed with difficulty to Seattle. Drifting in channel; picked up and towed to landing.
Apr. 20.	92.	1 mile E.	—, sibt.			50					Engine disabled; drifting toward bar; picked up just outside break.
Apr. 21.	123.	1 mile E.	El-na, m. b.			2, 000		2	2		Steamer Mohave collided with British steamer Marquis while towing Nanette; Mohave was badly damaged but able to proceed under own power; relieved bar of barge and towed latter 62 miles to harbor.
Apr. 21-22.	Manning.	Off Currituck Beach.	Nanette, bge.	1, 000		100, 000		4			Went on ledge and partly filled; pumped out and hauled clear and taken to a dock.
Apr. 22.	4.	6 miles N.	Actor, m. b.	17	Fish.	4, 000	100	7			Out of fuel in rough sea; picked up and towed to Portsmouth.
Do.	12.	1 mile W.	A-3996, m. b.			200		2			Lost in fog; went ashore in breakers; hauled out and afterwards launched.
Do.	151.	100 yards N.	—, m. b.		Fish and nets.	800	400	2			Went adrift in rough sea; picked up and held for owner.
Apr. 23.	10.	1 mile S.	Floot.			200					

Do. ....	274	1 mile NW	—, m. b.			200	2	Engine disabled; picked up and towed into harbor.
Do. ....	284	3 miles S.	do.			500	3	Engine disabled; picked up and taken ashore.
Apr. 21-24.	216	½ mile N.	Acadian Queen, Br. scd.	420	Lumber	100,000	8	Hove to offshore, badly leak; surfmen manned pumps 24 hours and then put gasoline engine on board; engine breaking down, surfmen returned to pumps until repairs were made; tug came late and towed vessel to Port Arthur.
Apr. 24	12	1½ miles SW	Rowboat			25	1	Unable to make harbor in strong wind; went ashore; pulled clear and towed to landing.
Do. ....	45	5 miles N. by W.	Hydroplane No. 1189			18,000	3	Engine disabled; compelled to alight in rough sea; stranded; floated and towed to Nantucket.
Do. ....	137	3 miles NNE	J. W. Wilberham, m. b.			600		Drugging ashore in heavy sea; towed in to a dock.
Do. ....	238	8 miles N.	Henry B., m. b.	6	Fish	600	4	Engine disabled; towed to Grand River Ohio.
Do. ....	316	300 yards N.	Skiff			20		Adrift; picked up; held for eliment.
Apr. 25	23	1½ miles E.	Rowboat			20		Parted mooring in rough sea and went ashore; hauled out on beach.
Do. ....	23	1½ miles E. by N.	do.			25		Parted mooring in rough sea and stranded; hauled out on beach.
Do. ....	24	2 miles SSW	586-E, m. b.			400	16	Propeller fouled and rudder broken; towed to moorings in Sangus River.
Do. ....	25	1½ miles S.	Dorothy B., m. b.	5		1,800	4	Engine disabled in rough sea; towed into safe water.
Apr. 23-26	Manning, 187 and 188.	Ocracoke Inlet	Elly, sch.	313		150,000	23	Stranded in thick weather; pulled clear by cutter; station crews running lines and otherwise assisting; 20 of crew succored at station 188.
Apr. 24-26	Seminole	Lat. 40° 00' N., long. 72° 13' W.	Ipswich, str.	6,214		1,225,000	45	Boilers disabled; picked up and towed 97 miles to New York.
Apr. 26	239	Edgewater Park	N-1219, m. b.			600	2	Engine disabled with storm threatening; towed to shelter.
Apr. 27	10	½ mile SE.	—, m. b.		Fish and nets	2,000	3	Wheelman asleep and boat went on rocks; pulled clear and taken to safe water.
Apr. 28	Ossipee	Lat. 40° 00' N., long. 68° 00' W.	Fortoniam, str.	2,100	Sugar	400,000	39	Engine disabled at sea; picked up and towed 273 miles to Boston.
Apr. 29	Scout	Puget Sound	Sentinel, str.	133	Hay and sacks	15,000	8	Circulating pump broken; towed to a wharf.
Do. ....	32	½ mile S.	No. 711, m. b.		Fish	500	1	Out of fuel, unable to make harbor under sail; towed in.
Do. ....	270	2½ miles S.	Catherine, m. b.		do.	500	3	Feed pipe broken; towed into harbor.
Do. ....	316	200 yards W.	Annie, m. b.	5		1,000	2	Engine disabled; went into breakers; capsized after line had been passed to her; towed out of danger with extreme difficulty; crew succored.

*Assistance rendered by cutters and stations involving the saving of life and property—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1920.											
May 2.....	59.....	1 mile NE.....	—, slip.....			\$75		1			Unshipped rudder and stranded; floated and taken to dock.
Do.....	94.....	1½ miles NE.....	—, m. b.....			200		4			Engine disabled; drifting on lee shore; taken to shelter.
Do.....	216.....	1 mile SE.....	do.....			250		2			Engine disabled; taken to safe mooring.
Do.....	238.....	8 miles NW.....	Ruth, str.....	35		14,000		6			Engine disabled in lake; towed to moorings at Erie.
Do.....	284.....	20 miles N.....	White Cap, m. b.....			1,800		2	2		Engine disabled; water-logged; drifted into breakers in heavy sea; passed line and towed boat to safety.
Do.....	304.....	1 mile SW.....	U-537, m. b.....			500		2			Engine disabled; towed to a dock.
May 3.....	12.....	2½ miles SSE.....	No. 8103, m. b.....	5	Gasoline.....	\$75		4	1		Boat containing 4 surfmen of station men picked up, others drowning immediately; one of men picked up (Surfman Parker) died on being taken from water, the other was given restorative treatment.
Do.....	304.....	5½ miles SW.....	U-533, m. b.....	10		1,000		1			Fouled propeller in trap nets; stranded; picked up and towed to Superior, Wis.
May 2-4.....	Manning.....	Inner Middle Ground.....	Fish Hawk, U. S. str.....	441		150,000		46			Stranded; due to buoy being out of position; pulled clear after prolonged effort.
May 4.....	310.....	3½ miles S.....	—, m. b.....	5		4,500		2			Engine disabled; drifting seaward; picked up and towed into Bakers Bay.
Do.....	310.....	3 miles S.....	Sea Rover, m. b.....	7		6,500		2			Stern bearings burned out; towed into Bakers Bay.
May 5.....	Arcata.....	Bellingham Bay, Wash.....	White cap, m. b.....			1,500		3			Engine disabled; picked up and towed to float at Bellingham.
Do.....	28.....	3 miles SW.....	Mary Ellen m. b.....	17		6,000		2			Engine back fired, setting boat ablaze, driving occupants overboard in dory; towed burning hull ashore, where fire company put fire out.

Do.	86.	2½ miles NE.	Hope, m. b.				500		2	Mistook channel and stranded; floated and piloted into deep water.
Do.	88.	1 mile W.	do.				500		2	Damaged propeller shaft and shoe; towed ashore and repairs made.
Do.	113.	1½ miles NE.	Algema, str.				1,000		2	Rudder disabled; towed to safety and repairs made.
Do.	123.	¾ mile E. ½ N.	Myrtle G., m. b.				250		3	Engine disabled; went ashore; hauled out on beach; launched May 14 and towed to safe water.
Do.	191.	2 miles NW.	Emily, m. b.	19			10,000		2	Stranded in strong wind; floated on rise of tide.
May 6.	Pequot.	Cold Spring Inlet, N. J.	Mildred Robinson, m. s.	90			30,000		19	Ran ashore while entering harbor; floated and safely moored.
Do.	do.	do.	Elmer E. Gray, m. s.	71	Fish.		25,000		19	Ran ashore while entering harbor; floated and sent on way.
Do.	do.	do.	Harmony, m. s.	90	do.		30,000		19	Do.
Do.	134.	1½ miles SW.	do., dory.				40			Adrift from sunken fishing smack; picked up and returned to owner.
May 7.	304.	¾ mile NW.	Rudd, m. b., and tow.				1,300		2	Engine disabled; towed in to a dock.
Do.	313.	2 miles SW.	do., m. b.				2,000		2	Engine disabled at sea; picked up and towed to Newport.
May 8.	23.	¾ mile S.	C-150, m. b.				600		2	Unshipped rudder and towed to a wharf at Gloucester.
May 9.	S. C. Smith.	Near Cape Florida.	Gray Duck, Br. m. s.	50	Fish.		35,000		12	Engine disabled; towed to Miami, Fla.
Do.	27.	Off station.	do., dory.				25	10	1	Capsized while trying to land through surf; occupant rescued and succored; boat lost.
Do.	236.	3 miles E.	Echo, m. b.				350		4	Engine disabled in fresh wind; picked up and taken to moorings.
Do.	236.	1 mile NW.	No. 104, m. b.				200		5	Engine disabled, stranded; pulled clear and taken to moorings.
May 7-10.	Manning.	Lat. 35° 05' N., long. 73° 20' W.	Fresno, str.	6,002			1,500,000		55	Machinery disabled at sea; picked up and towed to Berkeley Oil Docks.
May 10.	22.	¾ mile W.	do., m. b.				600		3	Batteries dead; adrift; towed to a wharf.
Do.	24.	4 miles SE.	D-123, m. b.				400		4	Out of fuel; found after extended search and towed to yacht club landing.
Do.	25.	¾ mile NE.	Jimmie L., m. b.				300			Parted mooring and went adrift; picked up and taken to safety.
Do.	204.	2½ miles S.	Corona, str.	30	Machinery.		3,500	600	4	Struck sand bar; pulled aloft; put supply of fresh water on board and pointed out channel.
May 11.	264.	¾ mile SW.	do., derrick scow.				10,000		10	Towboat unable to get scow into harbor; assisted scow into port and landed 4 of her crew from breakwater.
May 12.	25.	¾ mile NE.	do., seaplane.				12,000		2	Engine disabled; towed to safe mooring.
Do.	237.	1½ miles N.	K-2, m. b.				600		3	Engine disabled in lake; towed in to a dock.
May 13.	84.	2 miles SSE.	Peetless, m. b.	12	Fish.		9,000	600	3	Engine disabled; unable to cross in over bar; piloted in and helped make repairs.
Do.	216.	¾ mile NW.	do., m. b.				900		1	Engine disabled; towed to Sabine.
Do.	310.	4 miles S.	do.				3,300		1	Propeller shaft broken; drifting to sea; picked up and taken to safety.

*Assistance rendered by cutters and stations involving the saving of life and property—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1920.											
May 2.....	59.....	1 mile NE.....	—, slip.....			\$75		1	1		Unshipped rudder and stranded; floated and taken to dock.
Do.....	94.....	1½ miles NE.....	—, m. b.....			200		4			Engine disabled; drifting on lee shore; taken to shelter.
Do.....	216.....	1 mile SE.....	do.....			250		2			Engine disabled; taken to safe mooring.
Do.....	236.....	8 miles NW.....	Ruth, str.....	35		14,000		6			Engine disabled in lake; towed to moorings at Erie.
Do.....	234.....	20 miles N.....	White Cap, m. b.....			1,800		2	2		Engine disabled; water-logged; drifted into breakers in heavy sea; passed line and towed boat to safety.
Do.....	304.....	1 mile SW.....	U-557, m. b.....			500		2	1		Engine disabled; towed to a dock.
May 3.....	12.....	2½ miles SSE.....	No. 3168, m. b.....	5	Gasoline.....		\$75	4			Boat containing 4 surfmen of station men picked up; others drowning immediately; one of men picked up (Surfman Parker) died on being taken from water; the other was given restorative treatment.
Do.....	304.....	5½ miles SW.....	U-533, m. b.....	10		1,000		1			Fouled propeller in trapnets; stranded; picked up and towed to Superior, Wis.
May 2-4.....	Manning.....	Inner Middle Ground.....	Fish Hawk, U. S. str.....	441		150,000		46			Stranded; due to buoy being out of position; pulled clear after prolonged effort.
May 4.....	310.....	3½ miles S.....	—, m. b.....	5		4,500		2			Engine disabled; drifting seaward; picked up and towed into Bakers Bay.
Do.....	310.....	3 miles S.....	Sea Rover, m. b.....	7		6,500		2			Stern bearings burned out; towed into Bakers Bay.
May 5.....	Arcta.....	Bellingham Bay, Wash.....	White cap, m. b.....			1,500		3			Engine disabled; picked up and towed to float at Bellingham.
Do.....	23.....	3 miles SW.....	Mary Ellen m. b.....	17		6,000		2			Engine back fired, setting boat ablaze, driving occupants overboard in dory; towed burning hull ashore, where fire company put fire out.

Do.....	315.....	1 mile SSW.....	Vamp, m. b.....	5.....	800.....	2.....	Engine disabled; towed to station and sent thence to Reedsport in tow of private boat.
May 21.....	Vaughan.....	Indian Rock Beach.....	Reemplace, Cuban smack.....	65.....	10,000.....	23.....	With cargo whiskey and 17 Chinese passengers, vessel was boarded by customs inspectors; while the inspectors were on board she encountered heavy weather; on orders from collector of customs, went out and picked vessel up and towed her into Tampa Bay. Went on ledge and filled; floated and towed to safety.
Do.....	4.....	4 miles E.....	Elsa, m. b.....	5.....	2,000.....	2.....	Lost bearings in fog; towed to safe water.
Do.....	232.....	$\frac{3}{4}$ mile WNW.....	Jamerison, Br. sch.....	200.....	1,500.....	5.....	Engine disabled; dangerously near cliffs at night; picked up and taken to safety.
Do.....	239.....	Lakewood.....	Don, m. b.....	.....	700.....	3.....	Engine disabled; drifting seaward; towed to naval air station.
Do.....	310.....	4 miles WNW.....	—, m. b.....	.....	3,500.....	2.....	Net in propeller; drifted into surf and partly filled; towed to station.
May 22.....	92.....	$\frac{1}{2}$ mile N.....	do.....	.....	400.....	4.....	Engine disabled; drifting seaward; towed to naval air station.
Do.....	239.....	4 miles NE.....	Chad, m. b.....	.....	800.....	2.....	Took 2 boys off raft drifting in lake. Went on reef, damaging machinery and setting boat afloat; towed to station and hauled out and repaired.
Do.....	288.....	4 miles NW.....	Chad, m. b.....	.....	50,000.....	3.....	Broke away from towing steamer Barryton in fog; picked up and towed 21 miles to Vineyard Haven.
May 23.....	Acushnet.....	Off Massachusetts coast.....	Emilie, sch. bge.....	1,045.....	75,000.....	4.....	Broke away from towing steamer Barryton in fog; picked up and towed 21 miles to Vineyard Haven.
Do.....	do.....	do.....	Liberty, sch. bge.....	1,567.....	275,000.....	23.....	Went ashore with 3 barges in tow; floated, wrecking steamer assisting, and towed to Vineyard Haven.
Do.....	Acushnet, 49 and 50.....	No man's land.....	Barryton, str., and tow.....	468.....	300.....	11.....	Engine disabled in choppy sea; picked up and towed to Yacht Club.
Do.....	25.....	$\frac{1}{2}$ mile SW.....	John, m. b.....	.....	3,000.....	2.....	Engine disabled and sails blown away; about to go on rocks; picked up and taken to harbor.
Do.....	50.....	$2\frac{1}{2}$ miles WNW.....	Nickerson, slp.....	14.....	200.....	1.....	Carrying too much salt; capsized; hauled ashore, hauled out, and launched.
Do.....	84.....	Near station.....	—, cat.....	.....	1,000.....	3.....	Engine disabled in rough sea; taken to safety.
Do.....	92.....	$1\frac{1}{4}$ miles W.....	Kathlyn, m. b.....	.....	1,000.....	6.....	Out of fuel; drifting to sea; picked up and towed to station and supplied with gasoline.
Do.....	92.....	4 miles W.....	Two Brothers, m. b.....	.....	.....	.....	Parted cable in strong wind and drifted against piling; taken to safe water and made secure.
Do.....	123.....	1 mile WNW.....	Seaplane.....	.....	.....	.....	Drifting toward lake; picked up and held for claimant.
Do.....	222.....	$1\frac{1}{4}$ miles NNE.....	—, skiff.....	.....	25.....	.....	.....

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1920.											
May 24	25	300 yards N	Climax, cat.			\$500					Water-logged lying at anchor; bailed out and owner notified.
Do	241	6½ miles N	Donald M., m. b.			500		2			Engine disabled in lake; towed to Lake-side.
Do	280	2½ miles NNE	Arden, m. b.			2,300		5	5		Engine disabled in fresh wind; about to go on breakwater; towed in to dock.
May 25	286	½ mile NW	W-289, m. b.			700		9	9		Ran on submerged pile; in danger of sinking; pulled free and taken to safety.
May 26	276	½ mile N	Genevieve, m. b.			1,000		2	2		Engine disabled; drifting toward falls; picked up with difficulty and towed to station.
Do	304	½ mile SW	U-65, m. b.	5		300		1			Badly a leak; towed to a dock.
May 27	20	½ mile N	_____, stiff.			10		2	2		Helpless in rough sea with 2 small boys on board; picked up and taken to safety.
Do	20	½ mile NNW	_____, m. b.			150		2	2		Rope in propeller; drifting to sea; towed to safe anchorage after taking occupants off.
Do	25	½ mile SE	Tramp, m. b.			14,000		5			Engine disabled; towed to shipyard.
Do	247	1 mile S	_____, m. b.			650		3			Stranded while entering harbor; pulled off and taken to dock.
May 28	25	1½ miles E	Tofa, m. b.	9		22,000		4			Engine disabled towed to shipyard.
Do	31	do.	C-132, m. b.			400		1			Engine disabled; towed to safe anchorage.
Do	60	200 yards W	No. 1232, m. b.			600		3			Engine disabled; stranded; floated, bailed out, and engine set going.
Do	212	1 mile E	Dardanelles, m. b.			1,000		5			Propeller shaft broken; towed to safe harbor.
Do	284	100 yards SE	_____, m. b.								Rescued boy who had fallen off a wharf.
May 29	29	5 miles SE	Osprey, m. b.			6,000		2	1	2	Engine disabled; drifting to sea; towed to station and occupants cared for overnight.
May 30	24	2 miles W	C-1749, m. b.			250		9			Engine disabled; picked up and taken to moorings.
Do	25	1½ miles WSW	Neried, m. b.			450		3			Engine disabled; towed to Yacht Club.



Do.....	25.....	1 mile SW.	Ida, m. b.	.....	100.....	3.....	Engine disabled; towed to safe mooring
Do.....	86.....	2 miles NW.	—, m. b.	.....	500.....	7.....	Out of fuel in rough sea; given supply sufficient to run boat to safety.
Do.....	216.....	1 mile ESE.	do.....	.....	200.....	5.....	Engine disabled in Pass; towed to safe mooring.
Do.....	235.....	1 1/4 miles NW.	Alco, m. b.	.....	500.....	2.....	Went on reef in dangerous place.
Do.....	276.....	1 1/4 mile N.	—, skiff.	.....	50.....	2.....	Drifting helplessly toward falls; picked up and brought ashore.
Do.....	280.....	1 mile ENE.	Roamer II, m. b.	.....	1,500.....	5.....	Set ablaze by back-fire of engine; put fire out and towed boat to safe mooring; assisted in making repairs.
May 31.....	5.....	4 miles N.	Yonder, m. b.	Fish.....	400.....	1.....	Engine disabled in choppy sea; towed to Cranberry Islands, Me.
Do.....	9.....	3 1/2 miles NW.	Magpie, m. b.	.....	600.....	3.....	Engine disabled in choppy sea; stranded; floated and taken in tow until engine was started.
Do.....	20.....	1 mile N by E.	—, m. b.	.....	50.....	3.....	Engine disabled in rough sea; picked up and taken to safe anchorage.
Do.....	25.....	1 mile N.	Alice, m. b.	.....	1,000.....	2.....	Steering gear damaged in choppy sea; towed to safe mooring.
Do.....	25.....	1 mile NE.	Helen S., m. b.	.....	450.....	7.....	Out of fuel in choppy sea; towed to safety.
Do.....	25.....	1 mile N.	E-771, m. b.	.....	500.....	4.....	Out of fuel in choppy sea; floated; taken to mooring, and passengers landed.
Do.....	75.....	1 mile E.	Seaplane.....	.....	5,000.....	1.....	Lost in fog and compelled to land on beach; hauled up beyond reach of tide.
Do.....	88.....	1 mile N.	Supreme King, m. b.	.....	2,000.....	9.....	Engine disabled in locality of bar; picked up and towed to Seaford.
Do.....	89.....	1 mile E.	—, m. b., and tow.	.....	275.....	2.....	Engine disabled; went on beach; pulled off, repaired, and piloted into inlet.
Do.....	91.....	3 1/2 miles W.	America, m. b.	.....	1,000.....	4.....	Engine disabled; went into surf; hauled out on rollers.
Do.....	92.....	1 mile NW.	Ourselves, m. b.	.....	1,500.....	2.....	Engine disabled in rough sea; towed to mooring.
Do.....	274.....	1 mile N.	—, rowboat.	.....	25.....	3.....	Adrift in lake with 3 boys on board; picked up and brought ashore.
Do.....	276.....	1 mile NW.	Captain Kid, m. b.	.....	700.....	2.....	Engine disabled; drifting toward falls; picked up and towed to safety.
Do.....	284.....	300 yards N.	.....	.....	.....	1.....	Rescued and reanimated boy who had fallen into water.
June 1.....	24.....	1 mile SW.	—, m. b.	.....	150.....	.....	Waterlogged and adrift; bailed out and overboarded.
Do.....	90, 91, and 92.....	3 miles E station 91.	Shriner, m. b.	.....	1,500.....	5.....	Engine disabled; floated and towed to Sheephead Bay.
Do.....	90 and 92.....	10 miles ENE station 92.	Alme, m. b.	.....	1,000.....	3.....	Engine disabled; stranded; floated and towed to Sheephead Bay.
Do.....	188.....	1 mile NNE.	Colonel, m. b.	45 Fish.....	20,000.....	3.....	Channel improperly marked; stranded; pulled clear.

*Assistance rendered by cutters and stations involving the saving of life and property—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1920.											
June 2.....	4.....	½ mile W.....	Almond L., m. b.....			\$600		2			Engine disabled; picked up and towed to Heals, Me.
Do.....	12 and 14.....	4 miles S. station 12.....	—, m. b.....			150		1			Engine disabled; in choppy sea, towed to station 12 and engine set going, then towed to destination by station 14.
Do.....	193 and 194.....	3 miles WNW. station 193.....	Howard T. Baker, m. s.....			40,000		4			Mistook channel and stranded; pulled off when tide served.
June 3.....	Algonquin.....	Canoe Passage, Alaska.....	Osprey, U. S. S.....	90		15,000		6			Carried while on beach for painting; took barge to vessel and by lashing it to steamer floated her on rising tide.
Do.....	91 and 92.....	3½ miles W. station 91.....	Hope, m. b.....			1,000		2			Dragged anchor and went into breakers while crew were asleep, stranded; floated and towed to port.
Do.....	123.....	½ mile SE.....	Success, Br. Bkn.....			25,000		11			Stranded while entering inlet; floated and towed to safe anchorage with aid of private boat.
Do.....	221.....	3 miles E.....	Tennessee Girl, bge.....	427	Petroleum.....	10,000	\$15,000	3			Lying at anchor; waterlogged; got anchors and towed vessel to port.
Do.....	235.....	1½ miles NW.....	Irene, m. b.....			800		1	1		Engine disabled; dangerously near rocks; towed to safe water and engine repaired.
Do.....	296.....	2 miles E.....	—, m. b.....			300					Parted towline and stranded; picked up and towed to harbor.
Do.....	310.....	3 miles W.....	Arcadia, m. b.....	8	Geril.....	500	250	1	1	1	Went on Peacock Spit; floated and taken into Bakers Bay; master given clothing.
June 4.....	1.....	3 miles N.....	Florence & Lillian.....	252	Pulp.....	8,000	16,000	3			Set around by tide; floated and sailed into Quoddy Bay.
Do.....	279.....	3 miles E.....	Briar, vt.....			1,100		6			Lost rudder; towed into harbor.
Do.....	284.....	½ mile S.....	Hawk, U. S. S.....					2			Sprung leak and kept water under control until tug came and took vessel in tow.
Do.....	305.....	½ mile W.....	—, skiff.....			100		1	1		Skiff being carried away by ice; passed line to boat and hauled it to safety.

Do.	307.	30 miles NW.	—, scow.	400	16,000	7	7	
June 5.	21.	2½ miles SSE.	C-1294, m. b.		350			Broke towline and stranded in high sea; ran line through breakers with difficulty; renewed efforts on 11th and 12th, and with aid of private launch towed scow offshore and turned her over to tug.
Do.	25.	300 yards N.	Climax, cat.		500			Engine disabled; anchored near breakers; taken to safety.
Do.	25.	¼ mile N.	Trio, slp.		700			Dragging in squall; went aboard and put out extra anchor.
Do.	25.	¼ mile W.	Hesper, cat.		1,000			Parted line in squall; towed to safe mooring.
Do.	185.	5 miles NE.	Thomas E. Taylor, sch.	10 Fish.	2,000	3		Dragging in squall; towed to safe anchorage.
Do.	285.	500 feet E.	Two skiffs.		90			Went on shoals; floated.
Do.	304.	500 feet W.	Canoe.		75	1	1	Adrift; headed for lake; taken to a dock. Capsized; picked up occupant and recovered canoe.
Do.	305.	¾ mile W.	Ukiwak, m. b.		2,000	1		In danger of being carried away in breakup of ice; hauled out on bank.
June 6.	St. Marys River patrol.	St. Marys River	Canoe.			2	2	Capsized in rapids; picked up 2 women occupants and recovered canoe.
Do.	1.	¼ mile NE.	Sarah Eaton, sch.	199 Coal.	5,000	2,500	6	Pounding bottom in rough sea; hove anchor and ran line to tug, which towed vessel to safe water.
Do.	24.	1 mile SE.	—, dory.		45			Dragging in rough sea; near rocky shore; ran into safe water and held for tow.
Do.	25.	¼ mile E.	Francis B., m. b.		300	3		Engine disabled; towed to Dorchester Yacht Club.
Do.	29.	1 mile SW.	Osprey, m. b.		6,000	3		Went on bar while leaving harbor; floated and later piloted to sea.
Do.	97.	2 miles E.	Scot, m. b.		500	3		Engine disabled; towed to safe water.
Do.	125.	¼ miles SSW.	—, bank skiff.		800	1	1	Engine disabled in rough sea; taken to station landing and engine set going.
Do.	216.	200 yards N.	—, scow.		50			Brake adrift; floating, submerged, in channel; picked up and moved.
Do.	236.	¾ miles SSW.	Echo, m. b.		350	9	9	Engine disabled; drifting toward submerged pier; picked up and taken to moorings.
Do.	279.	¼ mile NE.	Captain Kid, m. b.		300	2		Capsized, occupants escaping to yard in tow; righted and taken into moorings.
une 7.	25.	¼ miles SSW.	Marwindor, slp.		250	2		Centerboard broken; stranded; floated and taken to mooring.
Do.	115 and 116.	2½ miles SW. station 115.	Louise, dory.	6	2,000	2	2	Struck submerged derelict and set afloat; run ashore; batted out, repaired and launched; succor given by station 116.
Do.	133.	¼ mile SE.	Arel, m. b.		1,000	2		Engine disabled; stranded; pulled clear and towed to a wharf.

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1920.											
June 8.....	22.....	14 miles ESE.....	Edward Trevoay, sch.....	.....	.....	\$2,000.....	.....	6.....	6.....	.....	Becalmed and drifting near rocks; towed to good anchorage.
Do.....	113.....	8 miles SW.....	Louise, fishing skiff.....	.....	.....	2,500.....	.....	2.....	.....	.....	Struck submerged mast; picked up and taken to safety.
Do.....	279.....	1 mile SE.....	Gwendolyn, m. b.....	.....	.....	800.....	.....	2.....	.....	.....	Engine disabled; towed into harbor.
Do.....	280.....	8 miles NE by E.....	Hawthorne, m. b.....	17.....	.....	5,000.....	.....	2.....	.....	.....	Engine disabled in lake in fog; taken to safe mooring.
Do.....	299.....	14 miles W.....	Dorothy K., m. b.....	.....	Camp supplies.....	300.....	\$150.....	2.....	.....	.....	Engine disabled; made repairs and towed boat to destination.
June 9.....	9.....	Near Fox Island.....	Two motor boats.....	.....	Log raft.....	1,800.....	650.....	3.....	3.....	.....	Drifting on lee shore with log raft in tow; picked up and taken with great difficulty to safe water.
Do.....	83.....	1 mile N.....	H. C. Smith, m. s.....	45.....	.....	1,000.....	.....	1.....	.....	.....	Stranded; pulled clear and towed to safe water.
Do.....	171.....	4 miles S.....	No. 2103, seaplane.....	.....	.....	.....	.....	3.....	.....	.....	Engine disabled; stranded in rough sea; hauled out on beach; later floated and turned over to naval vessel.
June 10.....	231.....	2 miles S.....	Helen, m. b.....	.....	.....	1,125.....	.....	3.....	.....	.....	Out of fuel in thick weather; towed to station and given supply of gasoline.
Do.....	261.....	1 mile E.....	—, ywl.....	.....	.....	100.....	.....	.....	.....	.....	Went adrift from schooner and filled picked up and beached.
June 11.....	1.....	3 miles NNE.....	Mavis, Br. sch.....	25.....	Fish.....	2,500.....	800.....	7.....	.....	.....	Stranded in fog; floated.
Do.....	5.....	1 mile E.....	No. 398, m. b.....	.....	.....	325.....	.....	1.....	.....	.....	Engine disabled; towed to Islesford.
Do.....	24.....	4 miles NNW.....	—, racing shell.....	.....	.....	200.....	.....	9.....	8.....	.....	Capsized in squall; picked up 8, 1 person swimming ashore; recovered shell; succored 8.
Do.....	92.....	1 mile NW.....	Ourselves, m. b.....	.....	.....	1,500.....	.....	3.....	.....	.....	Engine disabled; towed to mooring.
Do.....	92.....	1 mile W.....	Usquabel, m. b.....	.....	.....	400.....	.....	3.....	.....	.....	Engine disabled; stranded; floated and towed to Sheephead Bay.
Do.....	137.....	2 miles S.....	—, m. b.....	.....	.....	700.....	.....	2.....	.....	.....	Engine disabled; towed to Cape May.
Do.....	139.....	4 mile W.....	Four Brothers, slip.....	.....	.....	2,500.....	.....	3.....	.....	.....	Stranded in rough sea; floated on rise of tide.
Do.....	266.....	2 miles N.....	Mary E, m. b.....	.....	.....	150.....	.....	6.....	.....	.....	Engine disabled; picked up and towed to deck at Ludington.
Do.....	279.....	3 miles N.....	Captain Kid, slip.....	.....	.....	300.....	.....	1.....	.....	.....	Capsized; picked up occupant and righted boat and towed it to harbor.

Do.....	280.....	9 miles NE.....	Lila B., m. b.....	8.....	.....	3,000.....	7.....	.....	Engine disabled; in lake; towed to station and repaired.
June 12.....	92.....	$\frac{1}{2}$ mile N.....	Thelma II, m. b.....	.....	.....	3,000.....	5.....	.....	Engine disabled; towed to Bergen beach.
Do.....	292.....	2 miles NW.....	F. R. Hazard, str.....	5,494.....	Iron ore.....	.....	28.....	.....	Following collision with steamer B. Lyman Smith, ran ashore to prevent sinking; furnished transportation, took soundings, helped repair leak; vessel got off by own power; stood by to Sault Ste. Marie, where vessel was docked.
Do.....	91 and 92.....	$\frac{1}{4}$ miles E. station 91.....	Elsie, m. b.....	.....	.....	500.....	3.....	3.....	Engine disabled; stranded and went against breakwater, imperiling boatmen; eased into clear water and towed 20 miles to Rockaway Point.
June 12-13.....	Snohomish.....	Estavan Point.....	Louise, m. b.....	16.....	Fish.....	5,000.....	1,000.....	5.....	Shaft and rudder damaged at sea; picked up and towed $\frac{1}{4}$ miles to Port Angeles.
June 13.....	24.....	$\frac{1}{2}$ mile SW.....	Saraten, m. b.....	.....	.....	6,000.....	.....	.....	Dragging in fresh wind; taken to safe anchorage.
Do.....	25.....	1 mile E.....	841 E, m. b.....	.....	.....	200.....	3.....	.....	Engine disabled; towed to Dorchester.
Do.....	25.....	$\frac{1}{4}$ miles SE.....	Cleo, m. b.....	.....	.....	250.....	2.....	.....	Engine disabled; rough sea; towed to safe landing.
Do.....	235.....	$\frac{1}{2}$ mile SW. by W.....	Leona Barnhart, m. b.....	.....	.....	600.....	1.....	1.....	Engine disabled; went on break wall; got boat with difficulty away from wall; towed to marine railway.
Do.....	256.....	1 mile WSW.....	T. S. Christie, str.....	517.....	Grain.....	.....	14.....	.....	Stranded in fog; ran anchor and pulled vessel afloat.
Do.....	279.....	1 mile E.....	Mars, slp.....	.....	.....	100.....	2.....	.....	Swamped in squall; occupants picked up by private boat; recovered sloop and moored it.
Do.....	280.....	$\frac{1}{2}$ mile N.....	.....	.....	.....	.....	.....	1.....	Took off pile a boy who had fallen off a dock.
June 14.....	123.....	$\frac{1}{4}$ miles NE by N.....	Kirlin, m. b.....	.....	.....	900.....	2.....	.....	Dragged anchor and stranded; floated and taken to harbor.
Do.....	133.....	$\frac{1}{2}$ mile NE.....	Earl, m. b.....	.....	.....	500.....	2.....	.....	Lost bearings and stranded; floated.
Do.....	255.....	$\frac{1}{4}$ miles S. by W.....	O Boy, m. b.....	.....	.....	3,000.....	2.....	.....	Engine disabled; towed to Cheboygan.
Do.....	280.....	2 miles S.....	Seboomook, slp.....	8.....	.....	3,500.....	6.....	6.....	Canvas carried away in squall; drifting toward rocks; picked up and taken to harbor.
June 15.....	20.....	1 mile NNE.....	Irene, m. b.....	.....	.....	1,000.....	4.....	.....	Engine disabled; towed to wharf.
Do.....	25.....	$\frac{1}{2}$ mile E.....	E-616, m. b.....	.....	.....	300.....	5.....	5.....	Engine disabled; dangerously near rocks; towed to yacht club.
Do.....	284.....	300 yards S.....	Myotis, m. b.....	.....	.....	800.....	3.....	.....	Engine disabled; towed to a pier.
Do.....	316.....	$\frac{1}{2}$ mile W.....	Two barges.....	.....	.....	8,000.....	.....	.....	Parted towline; picked up on edge of break; towed in over bar with help of private boat.
June 16.....	New York Division.....	Near barge office.....	.....	.....	.....	.....	1.....	1.....	Three men attached to division resuscitated man who had fallen off sea wall and been taken from water by outside parties.
Do.....	150.....	3 miles S.....	Diablosse, sch.....	21.....	.....	7,500.....	5.....	5.....	Stranded in rough sea; floated; succor given.

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1920.											
June 16....	259.....	½ mile S.....	Piledriver.....			\$200					Dragged ashore; towed into deep water and anchored.
Do.....	272.....	1 mile WSW.....	Roamer, m. b.....	9		1,500		6	5		Engine disabled in fresh wind; drifted into lake; towed in to a pier.
Do.....	280.....	½ mile SW.....	Prunes, m. b.....			500					Parted line in fresh wind; picked up and owner notified.
Do.....	304.....	½ mile SW.....	Daisy, m. b.....			200		1			Line in propeller; picked up and towed to dock.
Do.....	307.....	4 miles W. by N.....	—, dinghy.....			50		1	1		Swamped in rough sea; picked up and brought inside with great difficulty.
Do.....	310.....	6 miles NW.....	A949G, m. b.....	6		4,500		2			Shaft broken at sea; picked up and taken to safe water.
June 17....	20.....	2 miles S.....	Frederick M, m. b.....			450					Fouled anchor; drifted to sea and went on beach, hauled out and later launched.
Do.....	24.....	4½ miles SW.....	E792, m. b.....			300		2	2		Engine disabled in rough sea; boatmen seasick; picked up and taken to safety.
Do.....	25.....	½ mile N.....	—, m. b.....			1,200					Parted mooring in high sea; taken to safety.
Do.....	25.....	½ mile S.....	—, m. b.....			600		3			Engine disabled in rough sea; towed to yacht club.
Do.....	25.....	½ mile SW.....	Climax, cat.....			500		8	8		Gaff broken in fresh wind; towed to safe mooring.
Do.....	25.....	½ mile WNW.....	Maybelle, slip.....			400		1	1		Parted mooring in rough sea; towed to yacht club.
Do.....	25.....	½ mile W.....	Hesper, m. b.....			1,000					Fouled anchor in rough sea; taken to safe anchorage.
Do.....	258.....	1 mile NW.....	P. L. Ammon, m. b.....	20	Furniture.....	8,000	\$1,000	3			Engine disabled; unable to make harbor; towed in.
Do.....	288.....	½ mile SE.....	Christiania, m. b.....	32	Fence posts.....	3,000	1,500	2			Engine disabled; towed to a dock and taken to destination later.
Do.....	310.....	At sea.....	Little Ferries, m. b.....	7		5,500		2			Batteries exhausted at sea in gale; crew taken off by another vessel; picked up launch 20 miles from station and brought her into harbor.
Do.....	316.....	5 miles WSW.....	Spray, m. b.....	39	Fish.....	10,000	300	5			Shaft broken at sea; towed in over bar and to North Bend.

June 18.	21	4 miles S.	C-1460, m. b.		500				Dragged anchor and stranded; floated on rise offide and taken to safe water.
Do.	24	1½ miles SW.	Edward Trevoys, sch.	93		4	1		on rise offide and taken to safe water.
Do.	24	¾ mile SW.	Katherine, m. b.		400				sheltered overnight.
Do.	25	¾ mile W.	Hesper, m. b.		1,000				Anchored in exposed place; pounding heavily and taking water; towed to safe water and bailed out.
Do.	25	¾ mile NE.	Havalaf, slip.		1,000				Drugging in rough sea; towed to yacht club.
Do.	25	¾ mile N.	Jimmie L. m. b.		300				Parted line in rough sea; taken to safe mooring.
Do.	25	¾ mile N.	Hesper, m. b.		700				Dragged anchor and collided with sloop; towed to safe anchorage.
Do.	25	30 yards NE.	Climax, cat.		500				Drifting in rough sea; taken to safe mooring.
Do.	25	¾ mile W.	Bonita, m. b.		600				Drugging in rough sea; taken to safe anchorage.
Do.	25	2 miles ESE.	Pippin, m. b.		600	28			Drugging in rough sea; taken to safe mooring.
Do.	31	1½ miles NE.	Eva A. Danenhower, Br. sch.	225 Spruce.		6	6	6	Engine disabled; towed to landing.
Do.	57	¾ mile W, by N.	Pastime, m. b.		500				Drugging in gale, went alongside and took crew off at great risk; succor given, vessel total loss.
Do.	133	1½ miles SE.	H & H, m. b.		2,000	7			Drugging ashore in gale; floated and anchored in safe place.
Do.	279	¾ mile ESE.	Amy, m. b.		200	1			Engine disabled in rough sea; taken in over bar with great difficulty.
June 19.	25	¾ mile E.	Dorel, m. b.	14	2,500	3			Engine disabled; went on beach; pulled off and taken to safe mooring.
Do.	44	1 mile NNW.	No. 236, m. b.		400	2			Stranded; pulled aloft.
Do.	112 and 113.	2¼ miles S. station 112.	—, dory.		400	2	1		Lost rudder in choppy sea; towed to a wharf.
Do.	136	2 miles E.	Patience, m. b.		600	2			Capsized while entering Barnegat Inlet; boatmen reached shore, but one succumbed; other man, badly spent by efforts to get companion to shore, given restorative treatment at station 112; boat recovered.
Do.	186	1 mile SW.	No. 965, m. b.		150	6			Engine disabled; towed to landing.
Do.	284	¾ mile S.	Chad, m. b.		800	3			Engine disabled in rough sea; towed to Atlantic City.
June 20.	22	¾ mile SE.	Esther W., m. b.		800	7	7		Engine disabled; drifting toward rocks; offshore and engine set running.
Do.	23	¾ mile SSE.	Betsy, m. b.		400	2			Engine disabled; towed into Squaw River.
Do.	25	¾ mile NW.	Victorine, m. b.		3,000	4			Rope in propeller; towed into shoal water and wheel cleared.
Do.	25	¾ mile N.	De Valera, m. b.	7	600	10			Engine disabled; towed to safe water.
Do.	25	¾ mile SW.	729 D, m. b.		200	4			Engine disabled; towed to yacht club.
Do.	26	1 mile W.	Onward, m. b.		500	4			Engine disabled; towed to a pier.
Do.	235	3¼ miles S, by E.	Marie S., m. b.		1,000	2			Engine disabled; went on breakwall; picked up and taken to safe water.

*Assistance rendered by cutters and stations involving the saving of life and property—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1920.											
June 20.	285.	5 miles N.	Comet, m. b.			\$150		1	1		Engine disabled; towed into harbor.
June 21.	234.	1 mile N.	Liberty, m. b.			800		1	1		Engine disabled; picked up and towed to Youngstown.
June 22.	319.	$\frac{1}{2}$ mile S.	Horace Templeton, sch.	42	Hunting supplies.			2	2		Dragged anchor and stranded, becoming total loss; landed crew with breeches buoy.
June 23.	10.	1 mile E.	Javelin, m. b.			1,000		2			Engine disabled; taken in tow while engine was being repaired.
Do.	31.	5 miles SE.	Ida May, m. b.			1,000		1			Engine disabled; stranded; floated and towed to Sandy Neck Lighthouse.
Do.	122.	2 miles W.	Mildred S., m. b.	8		800					Went on meadows Feb. 4; released.
Do.	146.	$\frac{1}{2}$ mile NE.	—, m. b.						1		Resuscitated bather, taken from water by outsiders.
Do.	232.	$\frac{1}{4}$ miles ENE.	—, m. b.			125					Line in wheel; went on rocks; released and towed to station.
Do.	255.	6 miles SW.	Lillie R., m. b.	15		800		1			Engine disabled; towed to Cheboygan.
Do.	310.	5 miles W.	—, m. b.	5		2,250		2			Engine disabled at sea; towed into Bakers Bay.
Do.	310.	$\frac{1}{4}$ miles S.	176, m. b.			950		1	1		Engine disabled; went on rocks; took off occupant and towed boat into Bakers Bay.
Do.	310.	do.	0985, m. b.			1,150		1	1		Do.
Do.	310.	5 miles S. by W.	Dean, m. b.	8		4,300		1	1		Engine disabled; went on rocks; released and taken into Bakers Bay.
June 24.	23.	2 miles SSE.	D598, m. b.			300		2	2		Engine disabled; taken in tow while surfman repaired engine.
Do.	25.	1 mile S.	Mazie, m. b.			350		3	3		Engine disabled; towed to mooring.
Do.	176.	1 mile W.	Rangtang, m. b.			400		4	4		Engine disabled in rough sea; towed into harbor.
Do.	258.	do.	R 833, m. b.			500		5			Engine disabled; towed to harbor.
June 25.	14.	$\frac{1}{4}$ mile NNW.							1		Surfman T. W. Woodruff taken with cramps and sank while swimming; brought ashore and resuscitated by Surfman Ripley; recommended.
Do.	25.	1 mile SSW.	Olive, m. b.			500		2			Engine disabled; towed to yacht club.
Do.	29.	3 miles SE.	379D, m. b.			300		5			Out of fuel; drifting to sea; brought into mooring.



Do.	83.	2 miles W.	W. S. Biggs, m. b.	8	1,000	27	1	Stranded in fresh wind; floated and taken to safe water.
Do.	321	$\frac{1}{2}$ mile SSW						Surfman Clarence Hazen rescued girl bather and gave her resuscitative treatment; commended.
June 26.	20.	7 miles SSE	Beatrice E., m. b.		1,800	5		Crankshaft broken; towed to a wharf.
Do.	25.	$\frac{1}{2}$ mile NW	Cessack, slip		5,000	9		Ran aground; pulled clear.
Do.	284	$\frac{1}{2}$ miles S	Minnie, m. b.	16	1,000	2		Engine disabled; towed to pier.
June 26-27.	77.	$\frac{1}{2}$ miles ENE	Cygnat, m. b.		500	3	3	Engine disabled; stranded; towed to station and engine put in order; succor given.
June 27.	6.	1 mile SSE	—, m. b.		300	2		Engine disabled; taken in tow while repairs were made.
Do.	24.	$2\frac{1}{2}$ miles S	Dolly, m. b., and tow		400	2		Parted towline and stranded; both boats towed to station.
Do.	25.	$\frac{1}{2}$ mile W	Pilgrim, m. b.		200	2		Out of fuel; towed to yacht club.
Do.	25.	$\frac{1}{2}$ mile WSW	Inca, m. b.		400	9		Engine disabled; towed to yacht club.
Do.	91.	$\frac{1}{2}$ mile E					1	Went out in rowboat and rescued woman bather.
Do.	123	$1\frac{1}{2}$ miles SE	Monroe, m. b.		800	5		Engine disabled; towed to harbor.
Do.	271	$\frac{1}{2}$ mile E	Helio, slip		150	4	4	Capsized; picked up occupants and took boat to dock.
Do.	276	$\frac{1}{2}$ mile NW	—, skiff		60	7	7	Swamped in rapids; picked up occupants and recovered boat; also rescued another whose boat had swamped while going to assistance of men in first-mentioned boat.
June 27-28.	252	7 miles S	Eagle, m. b.		1,500	3		Engine disabled in fresh wind; towed to Alpena.
June 28.	44.	Shovelful Shoal	C. Maud Gaskill, Br. sch.	461	80,000	8		Mistook light and stranded; kedged aloft and sailed to safe water.
Do.	87.	1 mile NW	Surprise, m. b.	35	1,700	8		Engine disabled; went on bar; floated and towed to Seaford.
Do.	280	2 miles NE	Courtesy, m. b.	5	3,500	9		Engine disabled in fresh breeze while in lake; picked up and taken to harbor.
Do.	304	$2\frac{1}{2}$ miles NE	—, rowboat		40			Stolen and left adrift; recovered and restored to owner.
June 29.	Carolina.	Albemarle Sound	Trenton, str.	85	40,000	47		Engine disabled; picked up and towed 30 miles to Elizabeth City.
Do.	20.	1 mile N. by W	—, m. b.		350			Fouled anchor and stranded; towed clear and taken to safe anchorage.
Do.	20.	$\frac{1}{2}$ mile SW	do.		1,000			Dragging anchor in high wind; taken to safe mooring.
Do.	23.	$\frac{1}{2}$ miles S	C-150, m. b.		600	2		Adrift in rough sea; picked up and towed to Gloucester.
Do.	25.		Shada, m. b.		880			Struck by propeller of parent vessel and sunk; towed to station and hauled out.
Do.	25.	$\frac{1}{2}$ mile NE	—, m. b.		200			Parted mooring in rough sea; towed to landing.

## Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1921. June 29.....	25.....	1 mile S.....	Harry, m. b.....	.....	.....	\$125	.....	6	6	.....	Engine disabled in rough sea; towed yacht club.
Do.....	25.....	1 mile N.....	C-3218, m. b.....	.....	.....	1,500	.....	.....	.....	.....	Parted mooring in rough sea; towed to yacht club.
Do.....	25.....	200 feet N.....	Hesper, cat.....	.....	.....	1,000	.....	.....	.....	.....	Parted mooring in rough sea; taken to safe place and made secure.
Do.....	25.....	100 yards NW.....	Climax, cat.....	.....	.....	500	.....	.....	.....	.....	Do.
Do.....	25.....	1 mile NE.....	Katherine, ywl.....	.....	.....	1,500	.....	.....	.....	.....	Do.
Do.....	25.....	1 mile WNW.....	Pauline, m. b.....	.....	.....	600	.....	.....	.....	.....	Parted mooring and collided with a sloop; towed to yacht club.
Do.....	25.....	1 mile NE.....	Isabelle, slip.....	.....	.....	100	.....	.....	.....	.....	Swamped in rough sea; bailed out and taken to safe anchorage.
Do.....	25.....	1 mile NE.....	Mystery, slip.....	.....	.....	500	.....	.....	.....	.....	Parted mooring in rough sea; taken to safe place and secured.
Do.....	25.....	1 mile N.....	Vera, m. b.....	.....	.....	1,000	.....	2	2	.....	Parted mooring; dangerously near beach; towed to yacht club.
Do.....	25.....	1 mile NW.....	Ambrose, cat.....	.....	.....	200	.....	.....	.....	.....	Parted mooring in rough sea; taken to safe place and secured.
Do.....	26.....	1 mile SW.....	Dragon, m. b.....	.....	.....	5,000	.....	.....	.....	.....	Parted mooring and went ashore; floated and moored.
Do.....	78.....	1 mile NNW.....	Falcon III, m. b.....	.....	.....	4,000	.....	2	.....	.....	Engine disabled; stranded; floated and sent on way.
Do.....	80.....	1 mile NW.....	Meta, cat.....	.....	.....	400	.....	3	3	.....	Stranded in rough sea; floated and sent on way.
Do.....	113.....	18 miles SW.....	Reola, m. b.....	31	.....	20,000	.....	5	.....	.....	Ran on bar; pulled clear and piloted to Barnegat Inlet.
Do.....	186.....	5 miles NE.....	Frank Folsom, sch.....	15	Fish	3,000	\$2,000	5	5	.....	Went on shoals in rough sea; pulled clear.
Do.....	192.....	5 miles SW.....	Beresta, m. b.....	.....	.....	4,000	.....	2	.....	.....	Engine disabled; stranded; floated and towed to safe harbor.
Do.....	226.....	11 miles SSW.....	No. 799, m. b.....	.....	.....	225	.....	3	.....	.....	Engine disabled; stranded; floated and taken to slip.
Do.....	246.....	11 miles SE.....	—, skiff.....	.....	.....	5	.....	.....	.....	.....	Adrift; picked up and returned to owners.
Do.....	300.....	1 mile NW.....	No. 8, scow.....	.....	.....	5,000	.....	5	.....	.....	In dangerous position outside breakwater; towed inside.
Do.....	304.....	500 feet NW.....	Joyette, slip.....	.....	.....	500	.....	.....	.....	.....	Went adrift; returned to mooring.

Do.....	307.....	4 miles N.....	....., house boat.....	.....	.....	.....	300.....	In tow of launch unable to stem tide; passed line to house boat and towed it to safe anchorage.
June 30.....	24.....	6 miles SE.....	Bonita, m. b.....	.....	.....	.....	400.....	Parted mooring in strong wind and went against bridge; picked up and returned to owner.
Do.....	232.....	$\frac{1}{2}$ mile NE.....	....., scow.....	.....	.....	.....	25.....	Unable to proceed against wind; picked up and taken to safety.
Do.....	235.....	$\frac{1}{2}$ mile W.....	....., m. b.....	.....	.....	.....	500.....	Engine disabled in fog; towed into Erie Canal.

## MISCELLANEOUS ASSISTANCE.

There are each year a large number of cases of assistance rendered to shipping or to water-front property in harbors where the value of the aid is difficult of appraisal; there are also a number of instances where futile attempts have been made at rescue work, which, although requiring as great efforts as if successful, can not be included in the reports of appraised assistance. All of these are therefore noted in chronological order, as follows:

[Abbreviations: m. b., motorboat; slip., sloop; sbt., sailboat; cat., catboat; ywl., yawl; yt., yacht; str., steamer; sch., schooner; bk., bark; bkn., barkentine; bgm., brigantine bge., barge; lgt., lighter; flt., flatboat.]

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1919.							
July 1.	235.....	300 yards NW.....	Celia, m. b.....	.....	5.....	.....	Engine disabled; towed into Buffalo River.
Do.....	270.....	7 miles S. by W.....	Alice, m. b.....	35.....	6.....	.....	Engine disabled; picked up by fishing tug; assisted in getting vessel into harbor.
Do.....	271.....	$\frac{1}{2}$ mile N.....	.....	.....	.....	.....	Four cottages destroyed by fire; helped save furniture and protected near-by dwellings.
Do.....	284.....	350 yards E.....	.....	.....	.....	.....	Recovered the body of drowned man.
July 2.	53.....	10 miles S.....	No. 832 D, m. b.....	.....	.....	.....	Assisted in moving sick man off boat and to a train; also repaired engine of boat.
Do.....	191.....	5 miles SW.....	Convoy, m. b.....	14.....	11.....	.....	Engine disabled at sea; summoned tug to tow vessel in.
Do.....	276.....	14 miles SE.....	.....	.....	.....	.....	Recovered and turned over to coroner body of drowned man.
July 3.	247.....	1 mile E.....	.....	.....	.....	.....	Helped put out fire in lighthouse.
Do.....	289.....	2 miles SW.....	J. H. Stevens, m. b.....	14.....	4.....	.....	Went on Follock Rip Shoal but floated off unassisted; notified boat that had gone ashore to seek help to return to vessel.
July 4.	44.....	4 miles ESE.....	Lakeview, str.....	2,003.....	80.....	.....	Recovered body of man from water.
Do.....	132.....	At station.....	.....	.....	.....	.....	Gave restorative treatment to bather taken with cramps.
Do.....	146.....	100 yards E.....	.....	.....	.....	.....	Recovered body of drowned man.
Do.....	271.....	7 miles E.....	.....	.....	.....	.....	Sent call for tug to tow vessel in over bar.
Do.....	310.....	10 miles W.....	....., sch.....	.....	.....	.....	

## Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1919.							
July 5.....	10.....	6 miles SE.....	Tee Wee, m. b.....	5.....	3.....		Put radio operator on board Portland Lightship.
Do.....	126.....	1 mile SE.....	Katie Eccles, sch.....	400.....	4.....		Towed out into lake, no tug being available.
Do.....	232.....	1 mile S.....	Vera, slp.....		7.....		Recovered body of drowned swimmer; resuscitation attempted.
Do.....	236.....	1 1/4 miles SSW.....					Master inexperienced and unable to handle boat; towed to moorings.
Do.....	238.....	1 mile E.....					Recovered body of drowned boy; resuscitation attempted.
Do.....	286.....	1 mile SW.....	Bonnie Jean, m. b.....		3.....		Went aboard and made repairs.
July 6.....	14.....	500 yards S.....	May V., m. b.....		5.....		Warned away from shore by Coast signal.
Do.....	88.....	100 yards N.....					Lost propeller; woman passenger injured by flywheel; towed party to Freeport and procured doctor to attend woman.
July 7.....	208.....	3 miles E.....	—, str.....		3.....		Warned away from shore by Coast signal.
Do.....	208.....	3 miles N.....	—, m. b.....				Batteries dead; new batteries loaned.
Do.....	232.....	1 mile SW.....					Recovered body of soldier drowned while swimming.
July 8.....	235.....	1 mile S.....	—, bkn.....		6.....		Took man off outward-bound vessel.
Do.....	310.....	10 miles W.....	Horace Taber, sch.....	400.....			Sent call for tug to tow vessel in over bar.
July 9.....	208.....	1 mile SW.....	Maricopa, str., and tow.....				Warned away from shore by Coast signal.
Do.....	232.....	2 miles NW.....					Performed towing service, no tug being available.
Do.....	238.....	100 yards SE.....	Central, m. b.....	29.....			Towing machinery on board barge carried away in squall; landed master to wire owners and put him back on board.
July 10.....	153.....	1 mile S., Clinto, Wash.....	—, m. b.....				Fish camp on fire; put fire out, saving property valued at \$5,200.
July 11.....	Scout.....	1 mile NW.....					Pulled vessel off launching ways and took her to anchorage.
Do.....	184.....	1 mile N.....	Martha K., m. b.....		3.....		Engine disabled and propeller broken; carried light keeper and family 8 miles to his station; held boat at station until called for later.
Do.....	283.....	1 mile SE.....	—, dory.....		2.....		Recovered body of man who had drowned himself.
July 12.....	12.....	2 1/2 miles SW.....	St. Louis, sch.....	400.....	6.....		Out of fuel, supply loaned.
Do.....	23.....	1 mile W.....	Manitou, m. b.....	6.....	5.....		Parted mooring and went to sea; brought ashore by outsiders; hauled clear of surf.
Do.....	232.....	600 yards E. by S.....	Now Then, m. b.....		1.....		Performed towing service, no tug being available.
Do.....	259.....	2 miles SW.....	Horace Taber, sch.....				Unable to make landing owing to rough weather; carried mail and supplies out to vessel.
Do.....	273.....	1 mile NE.....	No. 948, m. b.....		6.....		Out of fuel in lake; towed to St. Joseph.
Do.....	304.....	1 1/2 miles WNW.....					Recovered body of drowned boy.
July 13.....	146.....	1 mile NE.....					Recovered body of drowned boy; resuscitation attempted.
Do.....	232.....	1 mile NE.....					Beached in lake; towed into harbor.
Do.....	236.....	300 feet S.....					Engine disabled; towed to a pier.
Do.....	281.....	7 miles W.....	Convoy, m. b.....	30.....	12.....		Gave first aid to a child who had trod on coals of a bonfire.
Do.....	306.....	1 1/2 miles S.....					Assisted Weather Bureau observer on Tatoosh Island to replace broken wires.
July 14.....	285.....	7 miles W.....					Recovered body of drowned boy.
July 15.....	190.....	1 1/2 miles S.....					Engine disabled; towed to Beaufort.
Do.....	202.....						Assisted automobile out of sand.

Do.	247.	1 mile E.	Major, str.	Winfred II, m. b.	17	4	Sent for doctor to attend sick man on board vessel at pier. Engine disabled; towed to slip. Found demented woman in crevice of rocks, where she had fallen in an attempt to commit suicide by jumping from cliff; turned her over to police.
Do.	254.	2 miles NE.	—, scow.	—, m. b.	100	2	Performed towing service for United States Engineers.
Do.	324.	1 mile W.	Horace Faber, sch.	Rousika, m. b.	400	15	Performed towing service, no tug being available. Out of fuel; towed into a dock. Took boy from sandbar where he had drifted in a boat which had been shoved adrift by another lad.
July 16.	232.	1 mile W.	—, m. b.	—, m. b.	—	—	Warned away from shore by Coston signal.
Do.	232.	1 mile W.	—, m. b.	—, m. b.	—	—	Picked up body of drowned bather on beach and turned it over to relatives.
Do.	264.	3 miles NE.	—, m. b.	—, m. b.	—	—	Guarded demised airplane to keep off souvenir hunters.
Do.	285.	4 mile N.	—, m. b.	—, m. b.	—	—	Took charge of body of colored boy bather washed up on beach and turned it over to relatives.
July 17.	31.	2 miles NW	—, m. b.	—, m. b.	—	—	Extricated automobile from sand on beach.
Do.	82.	14 miles W.	—, m. b.	—, m. b.	—	—	Engine disabled; towed to slip in harbor.
Do.	92.	4 miles WNW	—, m. b.	—, m. b.	—	—	Performed towing service, no tug being available.
Do.	163.	500 yards N.	—, m. b.	—, m. b.	—	—	Becalmed outside harbor; towed in.
Do.	202.	1 mile S.	Apollo, m. b.	—, m. b.	—	—	Batteries dead; towed to yacht club.
Do.	232.	1 mile NW	Oliver Mowat, sch.	—, m. b.	400	6	Towed timber float from harbor out to city water system intake crib.
Do.	232.	1 mile W.	Birdie Calkins, sch.	—, m. b.	400	3	Went 3 miles to Cheboygan to fetch doctor to attend woman.
Do.	235.	1 mile W.	Lawton, m. b.	—, m. b.	—	—	Fertilizer plant on fire; unable to save plant, but protected adjacent property.
Do.	247.	14 miles N.	—, m. b.	—, m. b.	—	—	Clave vessel her position and sent off mail and telegram for master.
Do.	255.	Walkers Point, Mich.	—, m. b.	—, m. b.	—	—	Rendered assistance at fire at Rehoboth Beach.
Do.	270.	2 miles NE.	—, m. b.	—, m. b.	—	—	Air pump disabled; sent off telegram for master.
Do.	313.	4 miles W.	Sanwan, m. b.	—, m. b.	219	14	Engine disabled while entering harbor; towed to anchorage.
Do.	140, 141, and 142.	14 miles N. station 141.	—, m. b.	—, m. b.	—	—	Towed lighter to where water system was being repaired.
July 18.	155.	7 miles ESE.	William P. Palmer, str.	—, m. b.	2,293	31	Performed towing service, no tug being available.
Do.	236.	50 feet NE.	Kamona, m. b.	—, m. b.	—	5	Jibboom caught on coal trestle; pulled free.
Do.	247.	1 mile SE.	—, m. b.	—, m. b.	—	—	Recovered body of boy drowned by falling off pier.
Do.	232.	1 mile S.	Wm. Jamerson, sch.	—, m. b.	200	4	Stranded in fog; freed by own power; towed to safe anchorage in bay.
Do.	232.	1 mile W.	Lyman Davis, sch.	—, m. b.	200	4	Engine disabled; towed to station and engine set running.
Do.	281.	44 miles N.	—, m. b.	—, m. b.	—	—	Becalmed outside harbor; towed in.
Do.	306.	1 mile N.	Blakley, str.	—, m. b.	1,800	46	Helped put out forest fire.
Do.	22.	1 mile NE.	C-69, m. b.	—, m. b.	400	5	Stranded; took off mail and 2 passengers and carried them to Monhegan Island, vessel's destination; vessel floated unassisted.
Do.	232.	1 mile N.	St. Louis, sch.	—, m. b.	—	6	Engine disabled; taken in tow while repairs were made.
Do.	257.	3 miles NE.	Governor Douglas, str.	—, m. b.	—	—	Performed towing service, no tug being available.
Do.	152.	1 mile NW	—, m. b.	—, m. b.	400	6	Carried injured man to ferry, on way to hospital.
Do.	232.	1 mile W.	Birdie Calkins, sch.	—, m. b.	—	—	Mistook bearings and stranded, becoming total loss; transferred crew to vessels standing by.
Do.	267.	1 mile SE.	—, m. b.	—, m. b.	—	—	Warned away from shore by Coston signal.
July 22.	Seneca, 88, 90, and 91.	3 miles SE, station 91	Charles E. Dunlap, sch.	—, m. b.	2,500	21	Caught out in heavy storm, sought refuge at station; given food and dry clothing; 6 women of party carried to Ocean City.
July 23.	34.	1 mile N.	—, sharpie.	—, sharpie.	—	11	Performed towing service, no tug being available.
Do.	145.	At station.	—, sharpie.	—, sharpie.	—	—	Recovered bodies of 2 drowned boy bathers.
Do.	232.	1 mile W.	St. Louis, sch.	—, m. b.	400	6	Put out grass fire that threatened farm buildings and village.
Do.	239.	4 miles NE.	—, m. b.	—, m. b.	—	—	Recovered body of girl who had fallen off a dock; resuscitation attempted.
Do.	259.	1 mile W.	—, m. b.	—, m. b.	—	—	
Do.	270.	1 mile NE.	—, m. b.	—, m. b.	—	—	

## Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station.	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons on succored.	Remarks.
1919.							
July 22-24.	205.	Near station.	War Bug, m. b.		5		Out of fuel, helped procure and put on board 200 gallons of gasoline.
July 24.	232.	$\frac{1}{2}$ mile S.	—, 3 scows.	250	2		Performed towing service, no tug being available.
Do.	247.	At station.	Mandonoodin, m. b.				Afforded facilities at station for changing propeller.
Do.	259.						Carried man in boat to Leland for medical treatment.
Do.	289.	9 miles W.					Helped subdue woods fire that threatened destruction of village.
July 25.	10.	5 miles SE.					Put radio operator on board Portland Lightship.
Do.	19.	At station.	J. B. Newlands, sch.	400	6		Gave first aid to man who had been struck by a trolley car.
Do.	232.	$\frac{1}{2}$ mile NE.					Became outside harbor; towed in.
Do.	237.	2 $\frac{1}{2}$ miles NE.					Went out in lake and picked up body of member of crew of barge Dundurn, which foundered on 15th instant.
Do.	286.	$\frac{1}{2}$ miles S.	— str.				Picked up body of girl, 1 of 2 sisters drowned on 22d inst.
Do.	292.	Near outer bar.	Queen City, str.	3,367	61		Warned away from shore by Coston signal.
July 25-26.	Search.	Watsons Reef					Went on Watsons Reef in the night; took to safe anchorage barge in tow; furnished transportation; vessel got off unassisted.
July 26.	15.	$\frac{1}{2}$ mile SW.	—, scow.	100	2		Helped get back to roadway an automobile that had gone over a bank.
Do.	232.	$\frac{1}{2}$ mile NW.					Performed towing service, no tug being available.
Do.	247.	$\frac{1}{2}$ mile E.					Carried inspector out to lighthouse and brought him ashore.
Do.	289.	$\frac{1}{2}$ mile SE.					Recovered body of drowned man and turned it over to coroner.
July 27.	9.	$\frac{1}{2}$ miles N.					Delivered telephone message to man living $\frac{1}{2}$ miles from station notifying him of death of relative.
Do.	202.	2 miles S.					Pulled automobile out of sand on beach.
Do.	234.	$\frac{1}{2}$ mile NE.					Took charge of body that had washed ashore and turned it over to coroner.
Do.	235.	$\frac{1}{2}$ mile N.	Captain Gean, m. b.		3		Propeller clogged with weeds; stranded; floated, towed to shelter of a pier, and wheel cleared.
Do.	280.	$\frac{1}{2}$ mile NW.					Picked up body of infant from water.
Do.	281.	500 feet S.					Treated boy struck in the nose by a stone thrown by a companion while the 2 were in bathing.
Do.	286.	4 miles from station.	— str.				Recovered body of drowned man.
Do.	292.		J. E. Ceropez, m. b.	14	3		Warned away from shore by Coston signal.
July 27-28.	207.	$\frac{1}{2}$ miles SW.	Hooper, m. b.	14	2		Stranded while going through St. Lucie Inlet; floated.
July 28.	175.	3 miles WSW.					Engine disabled; at request of master; reported vessel to owners.
Do.	202.	2 miles N.					Pulled out of soft sand on beach.
July 29.	69.	$\frac{1}{2}$ miles E.	Am brose Snow, sch.		47		Boatmen from schooner came ashore to ascertain their bearings; help launch their boat on way back to their vessel.
Do.	153.	2 miles SE.	—, m. b.		10		Engine disabled; taken in tow while repairs were made.
Do.	202.	2 miles N.					Worked automobile out of soft sand on beach.
Do.	222.	$\frac{1}{2}$ mile N.					Took fishhook from man's hand and dressed wound.
Do.	250.	3 miles NW.	Milgen D., m. b.		2		Engine of lighthouse launch disabled while at East Tawas for mail and supplies; towed back to light.
Do.	271.	$\frac{1}{2}$ mile N.					Recovered body of drowned bather; resuscitation attempted.
Do.	286.	$\frac{1}{2}$ mile SW.	Clio, m. b.	23			Water-logged at mooring; bailed out.
July 30.	188.	3 miles SE.	—, sch.				Warned away from shore by Coston signal.

Do.	232.	1 mile W.	Oliver Mowat, sch.	400	6	Towed into lake, no tug being available.
Do.	232.	do.	Birdie Calkins, sch.	400	2	Do.
Do.	232.	1 1/2 miles W.	scow	100	6	Carried doctor out to vessel to attend injured sailor.
Do.	247.	2 miles E.	William Rogers, str	6,524	33	Put radio operator on Portland Lightship.
July 31.	10.	5 miles SE.	Portland, Me.			Helped fit topmast to radio pole at radio station.
Do.	10.	60 miles E.	—, m. b.			Brought doctor from Fort Angeles to attend sick Indians.
Aug. 1-2.	306.	3 miles SE.	—, m. b.		1	Engine disabled; went aboard and made repairs.
Aug. 2.	15.	1 mile W.	—, m. b.			Removed from beach to her boarding house a woman bather who had been imperiled by getting beyond her depth.
Do.	196.	1,000 yards S.	U. S. L. H. No. 87.			Recovered body of drowned boy; resuscitation attempted.
Do.	234.	1 mile NW.	m. b.		2	Fuel exhausted; stranded; pulled clear and towed to lighthouse depot.
Do.	235.	1 mile W.	Catherine II, m. b.		3	Poor batteries; towed to safety.
Aug. 3.	107.	1 mile S.	—, m. b.		3	Helped get automobile out of soft beach sand.
Do.	202.	1 mile SW.	—, m. b.			Put out grass fire that endangered 2 cottages.
Aug. 4.	15.	1 mile S.	—, m. b.			Removed fishhook from woman's finger and dressed wound.
Aug. 5.	23.	1 mile S.	—, str.			Warned away from shore by Coston signal.
Aug. 6.	292.	1 mile SW.	King Philip, str.	279	99	Worked automobile out of sand on beach, preventing it from being caught in rising tide.
Aug. 7.	15.	1 mile NE.	—, str.			Landed passengers from launch, her propeller being disabled.
Do.	26.	2 1/2 miles E.	—, m. b.			Warned away from shore by Coston signal.
Do.	65.	350 yards E.	—, m. b.			Picked up body of drowned man and turned it over to coroner.
Do.	284.	1 mile E.	—, m. b.			Warned away from towing vessel in gale and went ashore despite efforts of station crew to pick them up; ran lines to pontoons next day and tug pulled them clear.
Aug. 8.	20.	1 1/2 miles S.	Traveler, m. b.	9	3	Carried radio operator out to Portland Lightship.
Do.	10.	5 miles SE.	Trinky, m. b.			Struck submerged rocks and sunk; occupants taken off by outsiders; recovered floating property to the value of \$200.
Do.	58.	2 miles NNW.	—, str.			Warned away from shore by Coston signal.
Do.	89.	1 mile NE.	—, m. b.	9	2	Piloted into harbor and to sea again next day.
Do.	222.	1 mile NE.	—, m. b.			Carried in boat to Cheboygan, to a doctor, a woman accidentally poisoned.
Aug. 10.	255.	1 mile N.	Vagabond, slip.	216	7	Rescued horse that had fallen off dock into river.
Do.	280.	400 yards SE.	Boxer, str., and tow.	52	17	Carried ashore from sloop a man who had broken his arm by falling on deck.
Do.	284.	3 miles NE.	Alice, m. b.		11	Boilers leaking at sea; sent off telegram to owners.
Aug. 11.	40.	1 miles NE.	—, m. b.			Piloted in over Brazos Santiago Bar.
Do.	222.	420 yards WSW.	Fredolt Gek, Russ.	27	7	Recovered bodies of 2 young girl bathers; resuscitation attempted in 1 case.
Do.	237.	1 mile E.	Landbc, str.	3,000	20	Fire at Jensen Park; assisted in saving a number of cottages.
Do.	271.	1 mile S.	Spray, m. b.		4	Notified proper authorities that customs officer was wanted on board.
Do.	305.	8 miles NE.	Percy m. b., and tow.			Spring leak in heavy sea; beached to prevent foundering; furnished extensive transportation to officers and crew, while the possibility of saving vessel was being considered.
Aug. 8-12.	250.	1 mile W.	—, str.		2	Man seriously injured while trying to clear fouled propeller; given first aid and sent to hospital; boat towed to safety.
Aug. 12.	24.	1 1/2 miles W.	—, str.			Short-handed and unable to handle tow in shoal water; assistance given.
Do.	74.	2 miles ESE.	Teggie, slip.			Warned away from shore by Coston signal.
Do.	165.	2 miles N.				Launched and towed to Ludington boat that had been hauled out on beach
Do.	255.	1 mile S.				July 30.
Do.	265.	1 mile S.				

## Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1919.							
Aug. 12....	282....	7 miles E....	.....				Forest fire threatening town; started backfire and saved a number of dwellings; bridge saved also.
Do.....	310....	10 miles W....	....., sch....				Sent call for tug to tow vessel in over bar.
Aug. 13....	29....	1 mile NNW....	.....				Garage on fire; unable to save structure but prevented nearby cottages from catching fire.
Do.....	202....	2 miles S....	.....				Pulled automobile out of sand on beach.
Do.....	232....	$\frac{1}{2}$ mile W....	Oliver Mowat, Br. sch....	400	6		Performed towing service, no tug being available.
Do.....	232....	$\frac{3}{4}$ mile W....	David W. Mills, str....	925	20		Stranded in smoky weather; landed 18 of crew.
Do.....	305....	$\frac{1}{2}$ mile SSE....	Sabler, Russ. sch....	14	6		Carried 2 men out through surf and put them on board their vessel.
Do.....	310....	6 miles NW....	.....				Recovered 2 gill nets from surf and restored them to owners.
Do.....	310....	$\frac{3}{4}$ mile NNW....	....., houseboat....		2		Foiled anchor; stranded; returned to anchorage.
Aug. 13-14.	77....	$\frac{1}{2}$ mile SW....	.....				Delivered telegrams to Star Island Hotel, and sent off replies to same.
Do.....	14....	$\frac{1}{2}$ mile S....	.....				Assisted in hauling automobile out of sand.
Do.....	31....	$\frac{1}{2}$ mile SW....	Bonnie B. m. b....				Parted mooring and stranded; recovered some equipment; boat lost.
Do.....	31....	200 yards SSE....	Ballew, str., and 2 bges....				Mistook lights and stranded; took soundings and sent off messages for master.
Do.....	48....	7 miles NNW....	.....				Cargo badly shifted, endangering vessel; went to her with tug and conveyed her to inner harbor; crew landed.
Do.....	139....	$\frac{4}{5}$ miles NE....	Hamilton, str....	3,723	48		Automobile went through drawbridge; helped get machine out of water.
Do.....	202....	2 miles SW....	.....				Automobile party of Engineers out of gasoline on Padre Island 45 miles from station; sent them gasoline and mule team to enable them to return to safety.
Do.....	222....	45 miles N....	.....				Performed towing service, no tug being available.
Aug. 15....	232....	$\frac{1}{2}$ mile W....	Wm. Jamerson, sch....	200	5		Helped save lobster pots washed ashore in storm.
Aug. 16....	15....	600 yards NE....	....., str....				Warned away from shore by Coast signal.
Do.....	34....	2 miles W....	Georgia, bkn....	998	12		Assisted vessel in over bar.
Do.....	318....	$\frac{1}{2}$ mile E....	....., m. b....		1		Engine disabled; towed to station mooring and supplied part for repairs.
Aug. 17....	10....	13 miles W....	Francis M., m. b....	16	42		Lost in fog; set code signal giving information of shoals and latitude and longitude.
Do.....	136....	$\frac{1}{2}$ mile E....	....., str....				Out of gasoline; towed ashore; 1 occupant, going overboard with intention of swimming ashore, killed by striking head on submerged obstruction.
Do.....	141....	$\frac{1}{2}$ mile E....	.....		8		Proceeded 8 miles and brought doctor to attend woman about to be confined.
Do.....	236....	$\frac{1}{2}$ miles SW....	C. F. Meiser, m. b....				Made inquiries for mother concerning her daughter, who had failed to return home when expected.
Aug. 18....	Search....	.....	.....				Found part of yawl boat, finished in copper and brass; stripped part of metal.
Do.....	14....	$\frac{1}{2}$ miles S....	No. 13, ywl....				Freed vessel, moored for long time, of water.
Do.....	141....	$\frac{1}{2}$ mile N....	.....				Recovered gill net from surf and restored it to owner; net valued at \$800.
Do.....	286....	$\frac{1}{2}$ mile W....	Navarre, m. b....	20			Performed towing service, no tug being available.
Do.....	310....	5 miles W....	Katie Eccles, sch....				Out of gasoline; towed to dock in harbor.
Aug. 19....	232....	$\frac{1}{2}$ mile W....	Myrtle S., m. b....	400	6		
Do.....	233....	$\frac{1}{2}$ mile NW....	.....				



Do.....	305.....	1 mile S.....	Fredolf Gek, Russ., m. b.....	27.....	4.....	Put 2 men aboard vessel bound to sea; station boat traveled upward of 50 miles.
Do.....	305.....	200 yards W.....	....., skiff.....	5.....	4.....	Capsize while landing from launch Flyer, occupants reaching shore unassisted; saved skiff.
Do.....	305.....	1,000 yards SE.....	Standard, m. b.....	14.....	.....	Anchored offshore in heavy sea and surf; put vessel's crew on board to enable them to take vessel to safety.
Do.....	305.....	1,500 yards S.....	Flyer, m. b.....	15.....	.....	Do.
Do.....	305.....	1,000 yards S.....	Belinda.....	.....	.....	Do.
Do.....	310.....	5 miles W.....	....., sch.....	.....	.....	Recovered gill net from breakers; restored it to owners; net valued at \$950.
Aug. 20.....	34.....	1 mile NW.....	.....	.....	.....	Warned away from shore by Coaston signal.
Do.....	79.....	44 miles N.....	Oliver Mowat, Br. sch.....	400.....	6.....	Recovered body of drowned bather; resuscitation attempted.
Do.....	232.....	2 miles N.....	Landbo, str.....	3,000.....	20.....	Performed towing service, no tug being available.
Do.....	250.....	8 miles NE.....	.....	.....	.....	Furnished transportation to master in connection with efforts to float vessel. (See item of Aug. 8-12.)
Do.....	276.....	1 mile W.....	Surprise, m. b.....	15.....	17.....	Recovered body of drowned boy.
Aug. 21.....	88.....	100 yards NW.....	.....	.....	.....	Gasoline pipe clogged; made repairs, enabling boatmen to proceed.
Do.....	91.....	300 feet NW.....	.....	.....	.....	Assisted fire department in subduing fire in building near station.
Do.....	110.....	100 yards SE.....	.....	.....	.....	Carried sick child to doctor.
Do.....	122.....	1 mile SW.....	.....	.....	.....	Found and turned over to undertaker body of fisherman drowned Aug. 15.
Aug. 22.....	8.....	1 mile S.....	Ethel, m. b.....	49.....	2.....	Out of gasoline; towed to station and supply of fuel loaned.
Do.....	22 and 23.....	2 miles SE., station 22.....	Kemp, tug.....	600.....	6.....	Stranded on Thatcher's Island, becoming total loss; helped strip vessel and load property on tug and lighter.
Do.....	232.....	1 mile S.....	Horace Taber, Br. sch.....	.....	.....	Performed towing service, no tug being available.
Do.....	310.....	.....	.....	.....	.....	Driftwood fire on beach threatening property; put out after 6 hours' hard work.
Aug. 21-23.....	307.....	10 miles NW.....	Janet Carruthers, m. b.....	.....	.....	Helped run lines and plant anchor for wreckers engaged in attempt to save schooner.
Aug. 23.....	16.....	24 miles SW.....	Unknown vessel.....	.....	5.....	About to attempt a dangerous landing; warned away by Coaston signal.
Do.....	99.....	1 mile N.....	Happy Days, m. b.....	.....	5.....	Went ashore; stove hole in bottom and became almost total loss; succeeded crew and gave 1 man clothing.
Do.....	162.....	250 yards.....	A-1899, m. b.....	.....	2.....	Recovered body of drowned girl bather; resuscitation attempted.
Aug. 24.....	30.....	1 mile W. by E.....	Marsala, m. b.....	.....	6.....	Went on sunken ledge; floated unassisted; assisted into safe water.
Do.....	83.....	2 WNW.....	Rainbow, m. b.....	.....	5.....	Went ashore in a squall; ran line for private boat that pulled launch afloat.
Do.....	92.....	3 miles WNW.....	Alice, m. b.....	.....	3.....	Set on bar; floated on rise of tide.
Do.....	92.....	20 yards E.....	.....	.....	13.....	Furnished transportation to man to enable him to obtain towing service.
Do.....	105.....	1 mile N.....	Aeroplane.....	.....	2.....	Helped get automobile out of sand.
Do.....	112.....	.....	.....	.....	6.....	Plane fell 500 feet, killing passenger and injuring pilot; took men from wreckage and sent them to hospital.
Do.....	273.....	300 feet N.....	.....	.....	.....	Man badly cut by propeller while trying to get into his boat over stern; brought him ashore, treated wounds, and carried him to hospital.
Do.....	274.....	4,000 feet E.....	.....	.....	.....	Recovered body of drowned bather. This drowning was investigated and 2 surfmen found guilty of neglect of duty.
Do.....	290.....	1 mile NE.....	.....	.....	1.....	Recovered body of drowned man, resuscitation attempted.
Aug. 25.....	15.....	1 miles SW.....	W-37, m. b., and tow.....	.....	4.....	Line in propeller; towed to station wharf and line removed.
Do.....	202.....	2 miles N.....	.....	.....	3.....	Made repairs to engine of automobile; cared for owner and party overnight.
Do.....	259.....	5 miles W.....	.....	.....	.....	Extricated automobile from soft sand on beach.
Aug. 26.....	9.....	10 miles SE., Station 172.....	W. M. Irish, str.....	7,169.....	46.....	Carried doctors to attend sick woman, and supplied medicine, bandages, etc.
Do.....	173 and 173.....	.....	.....	.....	.....	Brought ashore a man marooned on Fox Island.
Do.....	.....	.....	.....	.....	.....	Boiler disabled in rough sea; notified cutter.

## Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1919. Aug. 27.	Sentinel.	St. Marys River.	Cyler Adams, str.				Tube in boiler burst, badly scalding a fireman; took injured man and sent him to hospital.
Do.	10.	200 yards SE.	—, rowboat.				Parted towline and went on beach; pulled off and taken to safe place.
Do.	125.	200 yards N.					Recovered body of drowned boy; resuscitation attempted.
Aug. 28.	45.	2 miles N.	Seneca, m. b.		8		Engine disabled; while party was at Great Point on outing; carried party and towed boat to Nantucket.
Do.	89.	$\frac{1}{2}$ mile S.	Seaplane No. 2246.		3		Engine disabled; compelling descent; towed to beach to enable aviators to send call for parts needed for repairs.
Do.	276.	600 yards W.					Picked up pig that had fallen off steamer.
Do.	325.	$\frac{1}{2}$ mile N.					Sent call for ambulance to get intoxicated woman found by surinman among sand dunes.
Aug. 29.	232.	$\frac{1}{2}$ mile W.	Lyman Davis, Br. sch.	200	4		Performed towing service, no tug being available.
Do.	232.	do.	Wm. Jamerson, sch.	200	5		Do.
Do.	276.	2 miles E.					Found and returned to his parents a 9-year old boy who had run away from home.
Aug. 30.	305.	28 miles W.			20	18	At Situk, Alaska, Eskimo mission burned to the ground, leaving 17 children and teacher destitute; turned over to victims free supply of clothing furnished by Blue Anchor Society.
Aug. 31.	25.	$\frac{1}{2}$ mile E.	No. 2068, m. b.		7		Out of fuel; towed to landing where supply could be obtained.
Do.	83.	$\frac{1}{2}$ mile NW.	Ida, m. b.		4		Engine back-fired; made adjustments, enabling boat to proceed.
Do.	310.	1 mile E.	—, bk.				Sent call for tug to tow vessel in over Columbia River bar.
Sept. 1.	91.	1 mile E.			1		Found body of drowned swimmer on beach; summoned police authorities to take charge of it.
Do.	217.	1 mile SE.	Virginia, hydroplane.				Recovered body of drowned man; resuscitation attempted.
Do.	323.	1 mile N.			1		Fell into water from height of 100 feet; towed plane ashore and helped save motor and some other parts; hull and wings total loss.
Sept. 2.	20.						Assisted at burial of keeper of Newburyport Light.
Do.	94.						Assisted in finding and restoring 2 lost boys to their parents.
Sept. 4.	Unaiga.		Abner Coburn, ship.	1,972			Proceeded from Unalaska to Kvichak Bay to protect property of fisheries company, employees having refused to return to vessel, deemed by them unseaworthy. Towed ship to Unalaska, employees accompanying; arrested and turned over to authorities employee accused of stabbing member of party; confiscated all weapons in possession of party.
Do.	232.	$\frac{1}{2}$ mile W.	Katie Eccles, sch.	200	4		Performed towing service, no tug being available.
Do.	240.	3 miles SE.					Recovered body of man drowned by falling overboard from vessel.
Do.	276.	$\frac{1}{2}$ mile W.					Recovered bodies of 2 drowned boys.
Sept. 5.	1.	1 $\frac{1}{2}$ miles NE.	Wm. P. Bogge, sch.	35	2		Windlass broken; raised anchor and towed vessel to safe anchorage at Lubeck.
Do.	300.	3 miles NW.	John A. Roebeling, bge.	4,693	11		Took badly burned mate off barge John A. Roebeling and sent him to hospital.
Sept. 6.	92.	2 miles NW.	Adventure II, m. b.		2		Out of fuel; towed to place where supply could be obtained.
Do.	122.	2 miles NE.	Aleyon, m. b.		2		Recovered body of man drowned by falling out of boat.

Do.....	202.....	1 mile E.....	....., sch.....	.....	.....	.....	Being set ashore by tide; vessel anchored by advice of keeper and got under way when wind rose.
Sept. 7.....	50.....	4½ miles W.....	Chyspher, m. b.....	40.....	5.....	.....	Recovered bell buoy, drifting to sea.
Do.....	84.....	1½ miles W.....	.....	.....	.....	.....	Piloted out of New Inlet and into Fire Island Inlet.
Do.....	280.....	75 feet S.....	.....	.....	.....	.....	Put out fire in U. S. Engineer Building, saving boats and equipment valued at \$3,000.
Sept. 8.....	23.....	¾ mile NE.....	Swallow, rowboat.....	.....	.....	.....	Assisted to make a landing 2 men who had rowed ashore from their vessel during a storm.
Do.....	23.....	4 miles E.....	Mary, m. b.....	.....	6.....	.....	Capsized and became total loss; occupants rescued by outsiders; helped recover parts of vessel.
Do.....	235.....	300 yards W. by S.....	Nos. 462 and 473, bges.....	800.....	.....	.....	Parted mooring; drifting on beach; ran line for tug that pulled barges afloat.
Do.....	239.....	10 miles NE.....	....., m. b.....	5.....	4.....	.....	Engine disabled; occupants (joy riders) abandoned boat, leaving it adrift; picked up and towed to pier.
Do.....	325.....	¾ mile NE.....	Indian, m. b.....	5.....	.....	.....	Helped put out woods fire that threatened fences and barn.
Sept. 9.....	20.....	1½ miles S.....	.....	.....	.....	.....	Out of fuel in rough sea; stranded; cut away mast to prevent rolling, and recovered owner's fish net from surf.
Do.....	31.....	1 mile NE.....	Henrietta A. Whitney, sch.....	217.....	5.....	.....	Dragging toward breakwater in rough sea; pulled off by tug, station crew standing by until vessel was safely docked.
Sept. 11.....	15.....	¾ mile SW.....	.....	.....	.....	.....	Worked automobile out of sand.
Do.....	247.....	60 rods NE.....	White Cap, m. b.....	5.....	3.....	.....	Anchored in harbor in high wind and sea; woman and 2 children seasick; took them ashore.
Do.....	268.....	6 miles S.....	Coyote, m. b.....	.....	2.....	.....	Man washed out of boat in heavy sea and drowned; companion swam ashore; recovered boat.
Do.....	281.....	¾ mile S.....	.....	.....	.....	.....	Recovered body of drowned swimmer; resuscitation attempted.
Sept. 11-12.....	256.....	1 mile NE.....	.....	.....	.....	.....	Raft of logs drifting toward steamboat channel; towed to station and re-stored to owner.
Sept. 12.....	9.....	400 feet NNE.....	.....	.....	.....	.....	Treated man with badly injured hand.
Do.....	241.....	1 mile SW.....	.....	.....	.....	.....	House on fire; unable to save dwelling, but by hard work prevented flames from spreading to near-by buildings.
Do.....	247.....	1 mile NE.....	.....	.....	.....	.....	Placed light on wreck of barge Chickamauga at request of U. S. Engineers.
Sept. 13.....	37.....	1 mile N.....	.....	.....	.....	.....	Recovered small marine engine, washed ashore with wreckage from a scine boat; held for claimant.
Do.....	75.....	¾ mile E.....	Mavourneen, ywl.....	.....	.....	.....	Left on beach by exceptionally high tide; floated on 25th after hard effort extending over 2 days.
Do.....	89.....	¾ mile E.....	.....	.....	2.....	.....	Automobile fast in sand and destruction threatened by tide; jacked up and removed to safety.
Do.....	163.....	1 mile N.....	....., str.....	.....	.....	.....	Warned away from shore by Coston signal.
Sept. 14.....	26.....	140 yards ENE.....	.....	.....	2.....	.....	Recovered body of drowned bather; resuscitation attempted.
Do.....	123.....	2 miles NW.....	Seaplane.....	.....	.....	.....	Fell into water from height of 200 feet; occupants picked up by private boats; towed wrecked plane to place where engine could be saved.
Do.....	239.....	4 miles NW.....	N-916, m. b.....	.....	7.....	.....	Engine disabled; towed to pier.
Do.....	255.....	¾ mile S.....	Richard Reiss, str.....	4,400.....	.....	.....	In danger of stranding in fog; warned off by Coston signal.
Sept. 15.....	9.....	¾ miles E.....	B-688, m. b.....	.....	.....	.....	Boat had come ashore sometime previously; helped get boat back into water.
Sept. 16.....	33.....	¾ mile E.....	..... str.....	.....	.....	.....	Warned away from bar by Coston signal.
Do.....	232.....	¾ mile W.....	Katie Eccles, sch.....	200.....	4.....	.....	Performed towing service, no tug being available.
Do.....	232.....	do.....	G. M. Filer, sch.....	400.....	6.....	.....	Do.
Sept. 18.....	Seminole.....	Near Towey Rocks Light.....	.....	.....	.....	.....	Picked up and towed to Key West a Navy target raft of heavy timbers found adrift in Gulf Stream.
Do.....	1.....	2 miles WNW.....	.....	.....	.....	.....	Dwelling, store, and stable on fire; removed furniture and goods from house and store; buildings burned.

*Miscellaneous assistance—Continued.*

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1919.							
Sept. 18.	83.	1 mile NW.	Dell, m. b.		6		Circulating pump out of order; taken in tow and turned over to private boat.
Do.	131.	150 yards NE.					Cottage on fire; flames put out by quick action with fire extinguishers.
Do.	287.	$\frac{1}{2}$ mile W.	Oriole, m. b.		3		Struck snag and loosened rudder shoe; helped get boat out of water and make repairs.
Sept. 19.	161.						Landed quantity of material from tug to Fort Story.
Do.	202.	3 miles N.					Removed automobile from soft sand on beach.
Do.	202.	$\frac{1}{2}$ mile N.					Do.
Do.	305.	$\frac{1}{2}$ mile W.	Sabier, Rus. sch.	14	6		Assisted into harbor to a dock.
Do.	305.	do.	Hetty B., m. b.	15	3		Piloted into harbor.
Do.	310.		—, sch.				Sent call for pilot to tow vessel in over bar.
Sept. 20.	29.						Removed fishhook from woman's finger.
Do.	30.	3 miles WSW.	—, m. b.		2		Caught on fishtrap and about to capsize; freed and occupants put on board.
Do.	78.	1 mile ENE.	Yolande		3		Went on sand bar; pulled clear.
Do.	247.	$\frac{1}{2}$ mile E.			1		Carried light keeper out to his station.
Sept. 21.	15.	100 feet SW.					Treated child that had been scalded by coffee.
Do.	143.	$\frac{1}{2}$ mile S.					Cottage on fire; removed some furniture from house; building destroyed but adjacent building saved.
Do.	235.	$\frac{1}{2}$ mile W.	—, rowboat.		3		Went adrift leaving 3 persons marooned on breakwall; picked up boat and took it back to breakwall.
Do.	305.	SE end King Island.	Casco, sch.	93	29	6	Gave succor and clothing to 6 members of crew of schooner Casco, which stranded on King Island, Bering Sea, Sept. 8, and became total loss; on Oct. 3 landed 7 others of schooner's crew from Coast Guard cutter.
Do.							Warped away from shore by Coston signal.
Do.	320.	14 miles S.	—, str.		5		Engine disabled; run ashore intentionally; pulled off beach and taken to mooring at Townsend Inlet.
Sept. 21-2.	130.	$\frac{1}{2}$ mile S.	Secleruh, m. b.		1		Drugging seaward; sent call for tug.
Sept. 22.	31.	14 miles NNE.	Frances Scully, bge.	490			Recovered body of man who had fallen off dock and drowned; resuscitation attempted.
Do.	285.	$\frac{1}{2}$ mile up river.					Warned away from shore by Coston signal.
Do.	320.	2 miles S.	—, str.				Engine disabled; towed to place where repairs could be made.
Sept. 23.	12.	500 yards SW.	Rough Rider, m. b.		1		Warned away from shore by Coston signal.
Do.	34.	1 mile NW.	—, str.				Do.
Do.	320.	1 mile S.	—, do.		4		Mainmast and head gear carried away; leaking badly; crew exhausted; sent call for cutter.
Sept. 25.	205.	15 miles N.	Vallant, sch.				Drifted off her course; attempted to tow schooner Vallant, but in need of help herself; sent call for cutter.
Do.	205.	do.	Linnett, sch.		5		Recovered body of man from surf.
Sept. 27.	100.	$\frac{1}{2}$ mile SSE.					Delivered phone message to man in Rye announcing death of his father.
Sept. 28.	15.	1 mile NE.					Recovered from river a cylinder of acetylene gas that had fallen overboard.
Sept. 30.	276.	3 miles NE.					

[illegible]

## Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1919.							
Oct. 17.	276	200 feet W.	No. 611-D, m. b.	5	5		Recovered a cow that had fallen from a gangplank into the river. Engine disabled; took off and landed 4 members of party on board and sent launch to tow boat in.
Oct. 18.	27	2 miles E.					
Do.	92	1 mile SW.	Edith F., m. b.	14	4		Warned away from shore by Coast signal.
Oct. 19.	247	4 miles E.					Engine disabled in lake in strong sea; picked up by passing steamer and turned over to station crew; who brought boat into harbor.
Oct. 20.	23		Nyack, str.				Went off in boat and delivered message to master of Navy tug passing with barge in tow.
Oct. 21.	Gresham	Assateague Anchor- age.	Henry Endicott, sch. bge	816	4		Put 400 gallons of drinking water on barge at anchor awaiting tug.
Do.	31	100 yards N.	Eliza Blackwell, str.				Fish nets fouled stern of tug and drover in tow; removed nets and took them ashore, returning them to owner.
Do.	185	2 miles NE.	— str.				Warned away from danger by code signal.
Do.	222	1 mile E.	Magnolia Stella, m. b.	12	3		Piloted into harbor; also searched as required by customs law.
Oct. 21-22.	269	3 miles ENE.	L. L. Barth, str.	688	16		Provelier fouled log; settling vessel aloft; carried diver and apparatus to steamer and towed her to a slip where leak could be stopped.
Oct. 22.	Gresham	Assateague Anchor- age.	Bessie, sch. bge.	640	4		Put 1,500 gallons of drinking water on barge at anchor awaiting tug.
Do.	do.	do.	Helen, sch. bge.	1,285	4		Put 200 gallons of drinking water on barge at anchor awaiting tug.
Do.	43 and 44.	5 miles SW: station 43	May Port, str.	2,551	39		Mistook light and stranded on Shovelul Shoal; sent off message for master towing service, no tug being available.
Do.	222	1 mile W.	Oswegatchie, str.		4		Automobile backed over bank into lake; pulled out.
Do.	284	500 yards SW.					Went ashore while trying to get steamer Mayport; summoned tugs, which hauled San Francisco off.
Oct. 24.	44	1 mile SSE.	San Francisco, str.	4,063			Assisted light-house officials to take soundings and install range lights.
Do.	310	2½ miles NNE.	— str.				Warned away from shoals by Coast signal.
Oct. 25.	146	2½ miles SW: by W.	C 150, m. b.		2		Engine disabled; took boat from launch that had it in tow, and towed it to Five Pound Island.
Oct. 27.	23		Lake Winthrop, str.	2,150	34		Got off course, and stranded; got off unassisted; piloted through Follock Rip side.
Do.	44	3 miles ESE.					Took sick man off schooner and sent him to hospital.
Oct. 28.	9	¾ mile NE.	St. Croix, sch.	214			Automobile fast in sand with surf around it; pulled out above high water.
Do.	309	2 miles S.					Picked up drifting channel buoy.
Oct. 29.	313	¾ mile S. by W.					Warned away from shoals by code signal.
Oct. 30.	263	1½ miles NE.	— str.				Warned away from shore by Coast signal.
Oct. 31.	282	do.	do.				Sent call for tug to tow vessel in over Columbia River Bar.
Nov. 1.	310	do.	John R. Fox, sch.	667	14		Warned away from shoals by Coast light; also sent tug to vessel to tow her in.
Nov. 2.	140	1½ miles ENE.	—, rowboat.		2		Went adrift, leaving fishermen marooned on wreck; picked boat up and took it back to wreck.
Do.	235	200 yards SW.					Relighted range light which had gone out the preceding night.
Do.	310						

Nov. 3.....	50.....	1 mile N.....						At request of State officials delivered message to leper colony on Penekese Island.
Nov. 4.....	164.....	1½ miles S.....	Bretanier, str.....	6,500.....	36.....			Went ashore in fog; put drinking water on board and landed master and his wife; stood by until vessel was floated by wreckers on the 10th.
Do.....	300.....	¼ mile N.....	Frank Seither, str.....	3,887.....	25.....			Missed piers in storm and ran aground; gave master information as to depth of water, which enabled him to back off.
Nov. 5.....	133.....	¼ mile NE.....	—, skiff.....		7.....			Went on sand bar; took men off bar and landed them at a dock.
Do.....	188.....	3 miles S.....	—, str.....					Warned away from shore by Coston signal.
Do.....	270.....	1 mile N.....	Muskegon, str.....					Picked up body of man washed ashore and carried it to Grand Haven to an undertaker.
Nov. 6.....	Wissahickon.....	69 St. Bay Ridge.....	Gleaner, sch.....	70.....				Discovered on fire; assisted in putting out fire and sinking vessel on flats. Broke mooring in rough sea and stranded, becoming total loss; recovered wear some from vessel.
Do.....	6.....	¼ mile ESE.....	—, dory.....					
Do.....	31.....	250 yards NNE.....						Notified authorities of failure of light on breakwater to burn.
Do.....	123.....	1 mile NNW.....	Seaplane No. 858.....		4.....			Helped put additional anchor out to make plane secure.
Do.....	309.....	¼ mile S.....						Automobile in soft sand and about to be engulfed by tide; hauled out above high water.
Nov. 4-7.....	135.....	1 mile SW.....	Whiteson, bkn.....	741.....	10.....			Went on jetty in hazy weather; ran lines and assisted in efforts to float vessel; pulled clear by company steamers.
Nov. 7.....	9.....	¼ mile S.....						Extremely high tide, endangering light keeper's supply of coal; removed coal (5 tons) to safety.
Do.....	16.....							Removed household goods from cottages in danger of being washed away by the sea.
Do.....	24.....	Black Rock Point, Mass.....						Two floats beating together in gale; made secure by lines.
Do.....	29.....	200 yards SW.....						Eighteen telephone poles adrift and likely to go to sea; recovered and placed on beach.
Do.....	34.....	3 miles NE.....						Reported gas buoy missing.
Do.....	45.....	2½ miles N.....						Light keeper unable on account of high sea to come ashore for provisions; carried supplies out to him.
Do.....	165.....	2 miles ESE.....	—, str.....			1.....		Warned away from shoals by code signal.
Nov. 9.....	274.....	1 mile NNW.....	Rose, str.....	447.....	17.....			Treated boy injured by falling on riprap of breakwater; clothing furnished.
Do.....	313.....	3 miles SW.....	Emma & Mabel, bgs.....	757.....	2.....			Furnished pilotage for lighthouse tender.
Nov. 10.....	Pamlico.....	Elizabeth City.....						Barge stuck while being placed on marine railway; pulled off into deep water.
Do.....	9.....	200 yards E.....	Ruth S., m. b.....	9.....	1.....			Went aboard and helped start engine.
Do.....	53.....	4 miles W. by S.....	—, m. b.....					Occupant lost overboard, after which boat drifted ashore; ran line and otherwise assisted steamer that pulled boat clear.
Do.....	84.....	¼ mile S.....	do.....		2.....			Engine disabled; boatmen landed and spent night at station.
Do.....	103.....	¼ mile S.....	do.....		2.....			Stranded on bar in high surf and capsized; occupants waded ashore; boat drifted to sea; recovered boat; buoyed lobster pots to enable owner to find them.
Do.....	247.....	¼ mile E.....						Placed light keeper on his pier, wind and sea preventing use of his own boat.
Nov. 11.....	25.....	¼ mile NW.....	Rosebud, m. b.....	20.....	1.....			Engine disabled; drifting; towed to Mosquito Yacht Club.
Do.....	285.....	300 feet N.....	Seaplane A-2633.....		2.....			Landed for fuel and repairs; hauled up on beach for night.
Nov. 12.....	34.....	3 miles NE.....	Mayflower, lighthouse tender.....	572.....				Delivered official message to lighthouse tender Mayflower.
Nov. 4-13.....	Seneca.....	Port Hawkesbury, C. B. I.....	Eagle No. 48, str.....	500.....	40.....			Towed from Cape Breton Island 475 miles to Portsmouth, N. H.; the eagle No. 48's machinery had been previously disabled; medical aid given members of No. 48's crew.
Nov. 14.....	25.....	¼ mile W.....	Seaplane No. 3606.....		6.....			Assisted to safe mooring; supplied with 30 gallons hot water next morning.
Do.....	25.....	¼ mile N.....	Seaplane No. 3610.....		7.....			Do.

## Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1919.							
Nov. 14	269		Vanguard, str.	358	20		Turned over to coroner body of man found on beach.
Do	318						Grounded in fog; floated by own power; assisted in picking up lines.
Nov. 14-15.	44						Delivered message to light keeper announcing death of his sister; also brought keeper ashore and later took him back to his station.
Nov. 15.	22						Notified lighthouse inspector of shifting of buoy.
Do.	31	3 mile NNW	—, m. b.				Dangerously near rocks; warned away by Coston signal.
Do.	34	300 yards NE	—, str.				Warned away from shore by Coston signal.
Do.	252	4 mile N					Carried lighthouse inspector on way to Alpena, Mich.
Do.	256	34 miles SE	Leonard B., m. b.		4	4	Marooned on Bois Blanc Island; took men off and brought them to station; food furnished.
Nov. 16.	22	14 miles S. by E.					Carried doctor to Thatchers Island to attend woman.
Do.	57	4 mile E.					Put out grass fire that threatened a number of hotels and cottages.
Do.	179	4 mile S					Gave first aid to boy with broken arm and carried him to Manteeo to a doctor.
Do.	290	24 miles N. by E.	City of Marquette, str.	285	26		Set out of channel by wind and current; stranded; assisted in pulling vessel clear.
Nov. 17.	161						Received radio information that persons on vessel 72 miles offshore had been severely scalded; delivered news on board subchaser and loaned it 15 gallons of oil preparatory to going to sea.
Do.	255	24 miles NE	Wagush, m. b.		2		Out of fuel; towed to a dock.
Do.	285	20 feet N	Seaplane, No. A-2633		2		Holes in pontoon; helped to make repairs.
Nov. 17-18.	6	23 miles SSE	Charles C. Lister, sch.	280	6		Dismistred in gale; proceeded to vessel on tug and ran hawser; vessel floated and taken to Rockland.
Nov. 18.	92	34 miles W	P. A. R., No. 7252, m. b.		3		Engine disabled; stranded and broke up; recovered engine.
Do.	191	Endeavor, m. b.		11	5		Mistook buoy and stranded; pulled clear and pointed out channel.
Do.	269	1 mile NNW	—, scow.	258	5		Took charge of body of man found on beach and turned it over to coroner.
Do.	285	12 miles N	—, scow.		2		Broke adrift from tug in lake; notified another tug, which picked up scow.
Nov. 19.	46	4 mile SE	—, dory.		2		Assisted in making a landing and unloading fish and gear.
Do.	270	5 miles S					Took charge of body of man and turned it over to coroner.
Do.	310		—, sch.				Sent call for tug to tow vessel into port.
Nov. 19-20.	Manning	North Atlantic Ocean.	Western Ocean, str.	5,869			Disabled at sea; conveyed into port.
Nov. 20.	34	4 mile NE	—, str.				Warned away from beach by Coston signal.
Do.	97	4 mile SE	Sargeant, sip		1	1	Dragged anchor and stranded; reported to owners; succor afforded.
Nov. 21.	15	2 miles SW					Picked up gold vanity case on beach containing money; restored to owner.
Do.	19	1 mile S					Cottages on fire; several buildings destroyed, but fire put out in time to save many other buildings.
Do.	152	10 miles N	Seaplane, No. 1919		3		Motor disabled and propeller broken; sent off message for pilot, calling for material for repairs.
Do.	235	500 yards WNW	John M. Truby, str.	98	5		Went on breakwall; ran line for tug that pulled vessel off.
Do.	310		Calavers, str.		16		Reported failure of range light to burn.
Nov. 22.	Manning	Norfolk Channel.					Took off vessel and turned over to shipping commissioner 16 members of crew who had refused to work because of poor food.



Do. 123	1 mile WNW	Seaplane, No. 5005	5	Engine disabled; helped anchor plane in safe water and landed crew.
Do. 222	1 1/2 miles NE	Spectre, m. b.	3	Piloted vessel into harbor and examined her papers.
Do. 290	3 miles E	G. W. Joyce, str.	25	Sank in harbor; bailed out.
Nov. 23 26	1 mile ENE	C 2672, m. b.	5	Engine disabled; picked up and taken to Quincy.
Do. 88	1 1/2 miles S	—, str.	33	Warned away from shore by Coston signal.
Nov. 22-24 256	1 mile S	John W. Gates, str.	5,946	Set aground by current; hoisted after part of cargo had been unloaded; carried messages and performed other minor services.
Nov. 23-24 292		Miztec, bge.	777	Barge disabled; picked up by steamer Argus, which found difficulty in towing her; sent call for tug and stood by until it appeared.
Nov. 24 34	1 mile NE	—, str.		Warned away from beach by Coston signal.
Do. 239	1 mile N	Floater, str.		Parted mooring and went on pier; ran line for tug that pulled raft afloat.
Do. 269	2,000 feet SW	Muskegon, str.	2	Helped take from sunken steamer Muskegon the bodies of 2 victims of wreck.
Do. 318	1 mile SW			Oil tank broke adrift from vessel in high sea; picked up and held until arrival of tug.
Nov. 25 34	1 mile NE			Warned away from shore by Coston signal.
Do. 46	1 mile SE	Three dories	6	Helped fishermen to land through surf.
Do. 91	500 feet E			Put out grass fire that threatened motion-picture theater.
Do. 92	4 miles W	Mamiet K., m. b.	1	Got hawser in propeller and went ashore in rough sea; totally lost; saved engine and owner's belongings.
Do. 126	1 mile NE	Hydroplane, No. 03	4	Unable to rise owing to engine trouble; towed into harbor.
Do. 175 and 176	3 1/2 miles N, station 176	Columbia, str.		Mistook light and strand; sent off telegrams for master, and stood by until vessel came off with own power.
Do. 250	2 1/2 miles W			Reported drifting buoy to lighthouse authorities.
Nov. 25-26 292	9 1/2 miles E by N	A. W. Osborne, str.	3,826	Stranded in gale and high sea; recovered yawl which had capsized when part of crew tried to reach shore by boat and put men involved in capsize back aboard ship; chopped ice from steamer's deck and handled lines for tug that pulled her off. Counting service at this stranding and in other cases of the 3 or 4 days previously the station crew were on duty 84 hours in bitterly cold weather, with but 8 hours' rest. Commanded by headquarters.
Nov. 26 9	1 mile SSE	No. 1182, m. b.	1	Boatman sick and boat racing along not under control; overhauled boat and took it to a wharf; took sick man to his home.
Do. 247	3 1/2 miles NE			Carried mare out to his vessel lying in harbor.
Do. 289	6 miles SW	Tiboga, str.	2,320	Stranded on Saw Tooth Reef in heavy snowstorm; sent off messages for master; took off crew and cared for them at station; vessel total loss.
Nov. 27 6	5 miles S	—, m. b.	1	Engine disabled; struck ledge; occupant washed overboard, but made shore on Matinic Island; brought man to mainland.
Do. 166	1 mile E	—, str.		Warned away from beach by code signal.
Do. 180	3 miles WNW	—, m. b.	4	Anchored at night in dangerous position; towed to safe place.
Do. 209	300 yards S	—, str.		Pulled automobile out of ditch and towed it to Miami.
Nov. 28 165	1 1/2 miles SE	—, str.		Warned away from shore by Coston signal.
Do. 167	1 mile E	—, do.		Warned away from shore by code signal.
Do. 168	1 mile SE	—, do.		Do.
Do. 168	1 mile NE	—, do.		Warned away from shore by occulting light.
Do. 261	Glen Haven Pier	Missouri, str.	2,434	Helped load provisions for North Manitou Island, vessel's last trip and short of help.
Nov. 28 46	1 mile SE	Three dories	6	Assisted fishermen in landing through the surf.
Do. 113	9 miles SW	Bon Ton, m. b.	137	Past on mud flats; pulled clear.
Do. 168	1 mile E	—, str.	5	Signaled latitude to steamer offshore.
Nov. 30 20		General Garretson, str.	6,765	Notified owner and police that cottage had been burglarized.
Do. 253	2 miles SW		24	Went on reef in high sea; took soundings, and after vessel had worked clear of reef piloted her to safe water.

## Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1919.							
Nov. 14.	269		Vanguard, str.	358	20		Turned over to coroner body of man found on beach.
Do.	318	1 mile S.					Grounded in fog; floated by own power; assisted in picking up lines.
Nov. 14-15.	44.						Delivered message to light keeper announcing death of his sister; also brought keeper ashore and later took him back to his station.
Nov. 15.	22	$\frac{1}{2}$ mile NNW					Notified light-house inspector of shifting of buoy.
Do.	31	300 yards NE.	—, m. b.				Dangerously near rocks; warned away by Coston signal.
Do.	34	$\frac{1}{2}$ mile N.	—, str.				Warned away from shore by Coston signal.
Do.	269						Carried light-house inspector on way to Alpena, Mich.
Do.	256	$\frac{3}{4}$ miles SE.	Leonard B., m. b.		4	4	Marooned on Bois Blanc Island; took men off and brought them to station; food furnished.
Nov. 16.	22	$\frac{1}{2}$ miles S. by E.					Carried doctor to Thatchers Island to attend woman.
Do.	57.	$\frac{1}{2}$ mile E.					Put out grass fire that threatened a number of hotels and cottages.
Do.	179	$\frac{1}{2}$ mile S.					Gaveller said to boy with broken arm and carried him to Mantoo to a doctor.
Do.	280	$\frac{2}{3}$ miles N. by E.	City of Marquette, str.	295	26		Set out of channel by wind and current; stranded; assisted in pulling vessel clear.
Nov. 17.	161						Received radio information that persons on vessel 72 miles offshore had been severely scalded; delivered news on board subchaser and loaned it to galloons of oil preparatory to going to sea.
Do.	255	$\frac{2}{3}$ miles NE.	Wagush, m. b.		2		Out of fuel; towed to a dock.
Do.	285	240 feet N.	Seaplane No. A-2533.		2		Hoisted in pontoon; helped to make repairs.
Nov. 17-18.	6.	23 miles SSE.	Charles C. Lister, sch.	280	6		Disasted in gale; proceeded to vessel on tug and ran hawser; vessel floated and taken to Rockland.
Nov. 18.	92.	$\frac{3}{4}$ miles W.	P. A. R., No. 7232, m. b.		3		Engine disabled; stranded and broke up; recovered engine.
Do.	191	$\frac{1}{2}$ mile N.	Endeavor, m. b.	11	5		Mistook buoy and stranded; pulled clear and painted out channel.
Do.	269	1 mile NNW					Took charge of body of man found on beach and turned it over to coroner.
Do.	285	12 miles N.	—, scow	258	5		Broke adrift from tug in lake; notified another tug, which picked up scow.
Nov. 19.	46.	$\frac{1}{2}$ mile SE.	—, dory		2		Assisted in making a landing and unloading fish and gear.
Do.	270.	5 miles S.					Took charge of body of man and turned it over to coroner.
Do.	310.	—, sch.	—, sch.				Sent call for tug to tow vessel in over bar.
Nov. 19-20.	Manning	North Atlantic Ocean	Western Ocean, str.	5,969			Disabled at sea; conveyed into port.
Nov. 20.	34.	$\frac{1}{2}$ mile NE.	—, str.		1	1	Warned away from beach by Coston signal.
Do.	97.	$\frac{1}{2}$ mile SE.	Sargeant, slip				Dragged anchor and stranded; reported to owners; succor afforded.
Nov. 21.	15.	2 miles SW.					Picked up gold vanity case on beach containing money; restored to owner.
Do.	19.	1 mile S.					Cottages on fire; several buildings destroyed, but fire put out in time to save many other buildings.
Do.	152.	10 miles N.	Seaplane, No. 1919.		3		Motor disabled and propeller broken; sent off message for pilot, calling for material for repairs.
Do.	235.	500 yards WNW	John M. Truby, str.	98	5		Went on breakwall; ran line for tug that pulled vessel off.
Do.	310.						Reported failure of range light to burn.
Nov. 22.	Manning	Norfolk Channel	Calaveras, str.		16		Took off vessel and turned over to shipping commissioner 16 members of crew who had refused to work because of poor food.

Do.	173 and 174.	3 miles SSE. station	Explorer, str.			6	6
Do.	173.	200 yards S.	Wansley, bge.	607			
Do.	209	14 miles SE.				3	
Do.	324	400 yards NW.					
Dec. 12.	55	14 miles SW.	Umaqu, str.	400		36	
Do.	235	1 mile N. by W.	No. 130, m. b.			10	
Dec. 14.	217	4 miles N.	Seven steamers.				
Do.	262		Rustler, m. b.	31		3	
Dec. 16.	9	2 miles S. by E.					
Do.	204		Aeroplane.			2	
Do.	222	1 mile NE.	Spectre, m. b.	14		5	
Dec. 15-17.	Algonquin.	1 mile NW.					
Dec. 17.	69						
Do.	89	2 miles E.	Grange Park, str.	5,200		42	
Dec. 18.	Comanche.	Galveston.	Seaplane No. 858.				
Do.	6						
Do.	47	1 mile SE.					
Do.	208	1 mile NW.	Animon, m. b.	7		1	
Do.	258						
Do.	284	1 mile SE.					
Do.	311						
Do.	317	21 miles SSW.	J. A. Chanlor, str.	4,938		41	
Dec. 19.	Yocoma.	Memphis, Tenn.	W-K 535, bge.	600			
Do.	176	14 miles N.	West Totant, str.	8,800		45	
Do.	125	3 miles S.	S. C. 429.			8	
Do.	179	1 mile NE.	str.				
Dec. 21.	15	34 miles SW.	m. b.			1	
Do.	219	1 mile SSE.	Freeport Sulphur, bge.	1,177		10	
Do.	269	2,000 feet SW.				1	
Dec. 22.	12	1 mile S.	No. 956, m. b.			4	
Do.	39	1 mile NE.	str. and bges.				
Do.	45		Sakuntala, slip.				
Do.	163	1 mile NE.	str.				
Do.	235	10 miles S. by W. 1/2 W.					
Dec. 23.	15	1 mile NE.	m. b.				

Parted towline and stranded; crew landed in ship's boat; succored at station No. 173; helped remove some equipment from wreck.

Automobile ran into ditch; hauled back on road way.

Port on shore; helped run line to vessel; floated by tugs.

Portion of hull of wreck about to demolish pier in gale; towed away with difficulty and beached.

Carried light-house keeper offshore to deliver message to light vessel.

Steering gear defective; stranded; released by tug; piloted into harbor.

Ran out of reef in thick weather; landed 8 men from vessel.

Warned away from bar by Coston signal.

Steamer destroyed by fire; crew escaped ashore in ship's boats; succor given.

Out of fuel; supply furnished.

Piloted out over bar to sea.

Cleared Columbia River of ice to permit navigation.

Rescued several thoroughbred Jersey calves that had broken through the ice while in quest of water.

Stranded in fog; carried mail ashore.

Plane destroyed at mooring by fire; helped salvage motors and parts to value of \$1,000.

Located hunter, and delivered message to him announcing death in his family.

Radiator of motor truck frozen; pulled truck to station by team, and thawed radiator with hot water.

Engine disabled; towed to Fort Lauderdale for repairs.

Carried family to Bois Blanc Island.

Rescued team that had broken through ice.

Landed light keeper.

Went on rocks in thick weather and broke up; 12 men got away in boat, and after drifting 24 hours attempted to land through surf; and boat capsized; only 3 reached shore alive; 4 bodies found and cared for; 1 survivor (the master) carried to hospital.

Went adrift; as barge passed the Yocoma took a line to her and made her fast alongside; later a tug came and took barge away.

Stranded in rough sea; ran lines; tug pulled vessel off Dec. 31; in course of their work station crew incurred no little danger.

Miscellaneous and went on shoal; floated on rising tide; piloted to Ocean City, N. J., and moored.

Warned away from shore by Coston signal.

Engine disabled at sea; picked up and turned over to private launch bound to Key, boat's destination.

Grounded while entering harbor; lightered, floated, and towed to a dock; station crew assisting.

Recovered body brought to surface by blasting work on hull of wrecked steamer Mustang.

Engine disabled; towed to destination.

Warned away from shore by Coston signal.

On various dates between Dec. 14 and 22 assisted in saving various articles from wrecked sloop. Valued at several hundred dollars.

Warned away from shore by Coston signal.

Proceeded 14 miles and recovered bodies of two skaters drowned by breaking through ice.

Hauled out on beach to prevent damage by ice.

*Miscellaneous assistance—Continued.*

Data.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1910.							
Nov. 30	258.	100 yards S.					Cottage on fire; put fire out before much damage had been done.
Dec. 1.	31.	1½ miles NNE.	Gibson, bge.	839	3		Signaled message to vessel disabled offshore. Anchor chain picked up by vessel passing across bow; helped free chain and got it on board.
Do.	92.	¼ mile N.					Helped put out fire on dock that threatened service boathouse.
Do.	310.	2 miles SW.	Seaplane.		2	2	Sent call for tug to tow vessel in over bar.
Dec. 2.	135.						Engine disabled; towed ashore and helped make repairs; sheltered aviators overnight.
Do.	289.	14 miles W.	Pathfinder, m. b.	13	3		Frozen in ice at mooring; worked free.
Do.	310.	¼ mile N.					Relighted range light.
Dec. 3.	29.	¼ mile E.	—, str.				Warned away from shore by Coston signal.
Do.	31.						Automobile ran over 30-foot bank, falling on one of station boats; assisted in getting machine back in roadway.
Dec. 4.	23.	9 miles N by W.	Defender, m. b.		3		Disabled propeller; towed to Ipswich.
Do.	34.	2 miles NNE.					Discovered can buoy adrift; notified lighthouse authorities.
Do.	219.	5 miles S.	Seaplane.		6		Engine disabled; surfman stood by while repairs were being made.
Do.	222.	1 mile E.	Grazia Cerino, m. b.	9	6		Piloted in over bar in thick weather.
Do.	232.	¼ mile SW.	—, m. b.		1		Engine disabled; towed to boathouse.
Dec. 5.	14.						Carried fisherman home to bedside of sick wife.
Do.	235.	¼ mile N.	—, rowboat		2		Went ashore and stranded on break wall, leaving 2 men marooned on island; towed boat back to island.
Do.	276.	100 feet E.					Horse and wagon ran off gangplank while boarding vessel; recovered from river.
Dec. 6.	9.	1 mile NNE.					Cottage on fire; unable to save building, but protected near-by dwellings.
Do.	317.	3 miles NE.	Mundale, str.	3,285	37		Ferried lighthouse inspector across river.
Dec. 7.	30.	50 feet N.	Ripple, m. b.	7	3		Put pilot on board inbound vessel.
Do.	31.						Net in propeller; hauled boat out on station launchway and helped remove net.
Do.	222.	14 miles NE.	Spectre, m. b.	14	6		Piloted disabled vessel into harbor.
Dec. 8.	45.	¼ mile E. by S.	Sakuntala, m. b.	17	3		Struck rock; ran ashore to prevent foundering; broke up; transported boats and equipment salvaged by ship's crew.
Dec. 9.	214.	2 miles SW.	No. 150, naval bge.				Broke adrift in gale Nov. 9 and stranded; sheltered wreckers from Nov. 26 to Dec. 12, and assisted them in their work; vessel floated Dec. 9.
Dec. 9-10.	59.	44 miles WSW.	Lena W., m. b.	30	3		Dangerously near breakers in fog; warned by Coston signal, and then went out and stood by until fog lifted.
Dec. 10.	110.						Sheltered fish pound inspector for short period.
Do.	222.					3	Refed and sheltered 3 Mexican fishermen prevented by weather from returning to their homes.
Dec. 10-11.	Apache.	Tolchester Beach, Md.	Whiporee, m. b.	28	5		Stranded; carried 2 of occupants to Baltimore to enable them to see insurance and towboat companies.
Dec. 11.	13.	14 miles NE.	—, m. b.		1		Chimney of cottage on fire; flames put out by water carried in buckets.
Do.	41.	1 mile W.	Alberta, sch.	77	2		Left on meadow by falling tide; launched by using planks and rollers.
Do.	119.						Recovered lost anchor and chain.

Do.	173 and 174.	3 miles SSE, station 173.	Explorer, str.	.....	.....	6	6	Parted towline and stranded; crew landed in ship's boat; succored at station No. 173; helped remove some equipment from wreck.
Do.	209	200 yards S.	.....	.....	.....	.....	.....	Automobile ran into ditch; hauled back on road way.
Do.	219	14 miles SE.	Wansley, bge.	.....	697	3	.....	Went ashore; helped run line to vessel; floated by tugs.
Do.	324	400 yards NW.	.....	.....	.....	.....	.....	Portion of hull of wreck about to demolish pier in gale; towed away with difficulty and beached.
Dec. 12	55	14 miles SW.	.....	.....	.....	.....	.....	Carried light-house keeper offshore to deliver message to light vessel.
Do.	235	1 mile N. by W.	Umaqau, str.	.....	400	36	.....	Steering gear defective; stranded; released by tug; piloted into harbor.
Dec. 14	217	4 miles N.	No. 130 m. b.	.....	.....	10	.....	Ran out o reef in thick weather; landed 8 men from vessel.
Do.	262	.....	Seven steamers.	.....	.....	.....	.....	Warned away from bar by Coston signal.
Dec. 16	9	2 miles S. by E.	Rustler, m. b.	.....	31	3	.....	Steamer destroyed by fire; crew escaped ashore in ship's boats; succor given.
Do.	204	.....	Aeroplane.	.....	.....	.....	.....	Out of fuel; supply furnished.
Do.	222	1 mile NE.	Spectre, m. b.	.....	14	2	.....	Piloted out over bar to sea.
Dec. 15-17	Algonquin.	.....	.....	.....	.....	.....	.....	Cleared Columbia River of ice to permit navigation.
Dec. 17	69	1 mile NW.	.....	.....	.....	.....	.....	Rescued several thoroughbred Jersey calves that had broken through the ice while in quest of water.
Do.	89	2 miles E.	Grange Park, str.	.....	5,200	42	.....	Stranded in fog; carried mail ashore.
Dec. 18	Comanche.	Galveston.	Seaplane No. 858.	.....	.....	.....	.....	Plane destroyed at mooring by fire; helped salvage motors and parts to value of \$1,000.
Do.	6.	.....	.....	.....	.....	.....	.....	Located hunter; and delivered message to him announcing death in his family.
Do.	47	1 mile SE.	.....	.....	.....	.....	.....	Radiator of motor truck frozen; pulled truck to station by team, and thawed radiator with hot water.
Do.	208	1 mile NW.	Animoni, m. b.	.....	7	1	.....	Engine disabled; towed to Fort Lauderdale for repairs.
Do.	236	.....	.....	.....	.....	.....	.....	Carried family to Bois Blanc Island.
Do.	294	1 mile SE.	.....	.....	.....	.....	.....	Rescued team that had broken through ice.
Do.	311	.....	.....	.....	.....	.....	.....	Landed light keeper.
Do.	317	21 miles SSW.	J. A. Chanlor, str.	.....	4,938	41	.....	Went on rocks in thick weather and broke up; 12 men got away in boat, and after drifting 24 hours attempted to land through surf; and boat capsized; only 3 reached shore alive; 4 bodies found and cared for; 1 survivor (the master) carried to hospital.
Dec. 19	Yocoma	Memphis, Tenn.	W-K 535, bge.	.....	600	.....	.....	Went adrift; as barge passed the Yocoma got a line to her and made her fast alongside; later a tug came and towed barge away.
Do.	176	14 miles N.	West Totant, str.	.....	8,800	45	.....	Stranded in rough sea, ran lines; tug pulled vessel off Dec. 31; in course of their work station crew incurred no little danger.
Do.	125	3 miles S.	S. C. 429.	.....	.....	8	.....	Mistook channel and went on shoal; floated on rising tide; piloted to Ocean City, N. J., and moored.
Do.	179	1 mile NE.	....., str.	.....	.....	.....	.....	Warned away from shore by Coston signal.
Dec. 21	15	34 miles SW.	....., m. b.	.....	.....	.....	.....	Engine disabled at sea, picked up and turned over to private launch bound to Rye, boat's destination.
Do.	219	1 mile SSE.	Freeport Sulphur, bge.	.....	1,177	10	.....	Grounded while entering harbor; lightered, floated, and towed to a dock; station crew assisting.
Do.	269	2,000 feet SW.	.....	.....	.....	.....	.....	Recovered body brought to surface by blasting work on hull of wrecked steamer Mistregon.
Dec. 22	12	1 mile S.	No. 966, m. b.	.....	.....	.....	.....	Engine disabled; towed to destination.
Do.	39	1 mile NE.	....., str. and bges.	.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.	49	.....	Sakuntala, slip.	.....	.....	.....	.....	On various dates between Dec. 14 and 22 assisted in saving various articles from wrecked sloop. Valued at several hundred dollars.
Do.	163	1 mile NE.	....., str.	.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.	235	10 miles S. by W. 1/2 W.	.....	.....	.....	.....	.....	Proceeded 14 miles and recovered bodies of two skaters drowned by breaking through ice.
Dec. 23	15	1 mile NE.	....., m. b.	.....	.....	.....	.....	Hauled out on beach to prevent damage by ice.

*Miscellaneous assistance—Continued.*

Date.	Name of cutter or station.	Place (distance and direction from station.	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons on succored.	Remarks.
1919							
Dec. 23.....	19.....	2½ miles SSW.....	—, str.....	.....	.....	.....	Helped remove human skeleton found in sand knoll.
Do.....	22.....	.....	—, str.....	.....	.....	.....	Dangerously near beach in fog; given steering course and warned of shoals.
Do.....	29.....	.....	—, str.....	.....	.....	.....	Warned away from beach by firing gun.
Do.....	256.....	.....	.....	.....	.....	.....	Carried man and woman to Bois Blanc Island by boat in snowstorm.
Dec. 24.....	Seminole.....	½ mile NNE.....	Wilmington, str.....	181.....	45.....	.....	Stranded in fog; carried passengers to Wilmington, N. C., and sent call for tugs.
Do.....	310.....	.....	—, str.....	.....	.....	.....	Warned by code signal not to attempt passage of bar.
Dec. 25.....	152.....	½ mile ESE.....	—, str and 2 bges.....	.....	.....	.....	Warned away from shoal by Coston signal.
Do.....	154.....	½ mile E.....	—, str.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	218.....	.....	.....	.....	.....	1.....	Found damaged man on pier suffering from hunger and cold; succeeded in obtaining help and delivered him to sheriff at Galveston, Tex.
Do.....	307.....	½ mile W.....	.....	.....	.....	.....	Extricated automobile from sand on beach.
Dec. 24-26.....	239.....	½ mile off harbor.....	Tourist, str.....	65.....	3.....	.....	Fast in ice at harbor entrance; several tugs worked 3 days in efforts to release vessel; finally succeeded; assisted tugs in their work and carried out food to Tourist's crew.
Dec. 29.....	204.....	300 yards from station.....	Aeroplane, No. 34000.....	.....	2.....	.....	Out of fuel; loaned 20 gallons of gasoline.
Dec. 30.....	110.....	½ mile S, by E.....	—, m. b.....	.....	7.....	.....	Short of fuel; given 5 gallons of gasoline and sent on way.
Do.....	194.....	2 miles SE.....	Valmy, str.....	500.....	20.....	.....	Alack and steering gear disabled; grounded on bar, but floated unassisted; at master's request, reported disabled to agents.
Do.....	209.....	1 mile S.....	.....	.....	1.....	.....	Hulled get automobile out of ditch and freed.
Do.....	311.....	.....	.....	.....	.....	.....	Delivered message at Deadman's Sands Light Station containing information of sickness.
Dec. 31.....	77.....	½ mile S.....	—, str.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	309.....	½ mile S.....	.....	.....	.....	.....	Pulled automobile out of sand back on highway.
Do.....	306.....	.....	.....	.....	.....	.....	Carried to Port Angeles to a doctor an Indian woman with a broken leg.
1920.							
Jan. 1.....	11.....	Goat Island.....	Charles H. Trickey, sch.....	281.....	5.....	.....	Mistook light and stranded; sent call for cutter.
Do.....	30.....	1 mile E.....	McCurro, str.....	.....	1.....	.....	Put pilot on board inbound steamer.
Jan. 2.....	77.....	1 mile NE.....	—, schoat.....	.....	3.....	.....	Broke through ice; hauled boat out on to firm ice.
Do.....	221.....	4 miles SE.....	Ellen C. Burke, sch.....	125.....	8.....	.....	Anchored offshore, having lost supply of mineral oil through leak; carried master to town to enable him to obtain supply.
Jan. 3.....	88.....	1½ miles S.....	—, str.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	89.....	2 miles E.....	.....	.....	.....	.....	Warned away from bar by Coston signal.
Jan. 4.....	263.....	3 miles N.....	H-4, seaplane.....	.....	2.....	.....	Engine disabled; compelled to alight; landed the 2 aviators in charge of plane.
Do.....	235.....	1½ miles W. by N.....	Clarence Fix, str.....	.....	1.....	2.....	Water works crib cut off by ice; with 2 workmen mancooned on it; carried 2 workmen out and brought mancooned men ashore.
Jan. 5.....	150.....	2 miles SSW.....	Boston, str., and tow.....	212.....	25.....	.....	Tug caught hawser in propeller; sent messages for master and furnished him transportation; tug's crew cleared vessel and tug floated barge, which had stranded.

Do.	153.	150 yards W.	—, monitor.	—	—	—	Monitor carried adrift by ice; hauled out on shore.
Jan. 6.	20.	1 mile NNE.	—, sch.	—	—	—	Warned away from bar by Coston signal.
Jan. 7.	157.	3 miles SSW.	—, str.	—	—	—	Warned away from shore by Coston signal.
Jan. 8.	77.	1 mile NE.	Agnes, m. b.	2	—	—	Fast in ice, propeller damaged; freed and brought ashore.
Do.	41.	1 mile E.	—, str.	—	—	—	Warned away from shore by Coston signal.
Do.	196.	3 miles SSE.	Niceto De Larrinaga, Br. str.	46	5,591	—	While anchored off jetties of Charleston Harbor to await lifting of fog propeller fouled anchor chain of buoy; sent off messages for master and call for assistance; lighthouse tender and a tug cleared wheel.
Do.	306.	18 miles E.	—	1	—	—	Carried sick woman to Callahan Bay to a doctor.
Do.	317.	20 yards S.	No. 582, m. b.	2	—	—	Carried a sick woman to hospital.
Jan. 11.	32.	Comanche and stations 217 and 219.	John M. Emery, str.	34	1,560	—	Drifted ashore; pushed off and turned over to boat bound to Provincetown.
Jan. 12.	40.	3 miles E.	—	—	—	—	Stranded in fog; 31 members of crew and their baggage taken off and carried to Galveston; 4 members of crew given dry clothing and food at station No. 219.
Jan. 12-13.	6.	14 miles S.	—	—	—	—	Reported failure of light to burn.
Jan. 14.	19.	20 yards W.	Lena W., m. b.	4	16	—	Brought doctor from Tenants Harbor, to attend sick woman, and carried him back to his home.
Do.	31.	1 mile W.	—	—	—	—	\$100,000 pavilion destroyed by fire; protected near-by buildings.
Do.	276.	1 mile W.	—	—	—	—	Loaned master some boards to make temporary repairs to launch, damaged by being pushed against wharf.
Jan. 15.	Do.	2 miles S.	—	—	—	—	Recovered hog that had gone overboard from boat.
Do.	23.	14 miles E. by N.	—, dory.	2	—	—	Removed partly submerged log from track of navigation.
Do.	33.	3 miles SW.	—, str., and 2 bges.	34	2,292	—	Pulled clear a spar fast to submerged wreckage, towed it into deep water, and sunk it.
Jan. 16.	88 and 89.	Elbow Reef.	Quoque, str.	36	3,500	—	Unable to make way through ice to vessel; taken in tow and returned to vessel.
Do.	16-17.	1 mile NE.	—, str., and 2 bges.	—	—	—	Warned away from bar by Coston light.
Jan. 17.	34.	1 mile NE.	—, str., and 2 bges.	—	—	—	Lost bearings in snowstorm and stranded; by utmost exertion succeeded in carrying supply of provisions through ice to vessel.
Do.	35.	1 mile NE.	—, str., and 2 bges.	—	—	—	Vessel struck on reef Jan. 12; supplied crew, on board, with fresh water; on 17th, took off and carried to Key West 24 men, leaving 12 behind.
Do.	88.	14 miles S.	—, str., and 3 bges.	—	—	—	Warned away from beach by Coston signal.
Do.	140.	2 miles S.	—, str.	—	—	—	Do.
Do.	170.	3 miles S.	Frenchy sch.	20	—	—	Do.
Jan. 17-18.	32.	14 miles E.	Francis, m. b.	2	—	—	Stranded; floated, using anchor and windlass.
Jan. 18.	170.	14 miles E.	—	—	—	—	Broke moorings and stranded; put out anchor and boat floated on rising tide.
Do.	163.	1 mile W.	—	—	—	—	Called to fire in dwelling; house destroyed; found still in building and reported discovery to revenue agent.
Do.	222.	1 mile NNW.	—	—	—	—	Fuel lost through leak; put 10 gallons on board.
Jan. 19.	31.	100 yards E.	—, m. b.	—	—	—	Warned away from shore by Coston signal.
Do.	46.	14 miles ESE.	—	1	—	—	Cut and hauled firewood to house of sick man lying alone; saved and split it and stored it where man could get it without exposing himself to weather.
Do.	79, 80, and 81.	14 miles E. station 80.	Lake Harney, str.	38	2,013	—	Stranded; helped plant anchor; vessel floated off under own power.
Jan. 20.	Yamacraw.	Florida Reef.	Quoque, str.	36	2,540	—	Went on The Elbow, Florida Reefs; carried 10 members of crew to Savannah, Ga.
Do.	163.	1 mile E.	—, str.	—	—	—	Lost bearings; dangerously near beach; warned off by Coston signal.
Jan. 21.	Pamlico.	Wilkinson's Point, N. C.	Laurel, str.	21	265	—	Main shaft broken and in need of fresh water; put 800 gallons on board, vessel towed to Norfolk by lighthouse tender Holly.
Do.	222.	14 miles NE.	Grazia Carino, m. b.	7	9	—	Piloted into harbor in fog.
Do.	316.	—	Whittier, str.	25	1,265	—	Put pilot on vessel anchored offshore.

## Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1920.							
Jan. 22.	7.		Lena May, m. b.		1		Hauled out on beach for winter.
Do.	7.		Alice M., m. b.		1		Do.
Do.	276.	½ mile W.					Recovered from river a loaded truck that had gone off levee.
Do.	276.	do.					Do.
Do.	316.						Furnished transportation to party of workmen.
Jan. 23.	139.	2½ miles NNE.					Warned away from shore by Coston signal.
Do.	285.	3 miles SE.	Fearless II, str.	64	6		Fast in ice; sent for tug, which broke channel, enabling vessel to get into harbor.
Do.	285.	do.	Sunbeam, str.	64	6		Do.
Jan. 24.	161.	700 yards E.	Canadian Gunner, Br. str.	64	29		Stranded in fog; gave vessel her position and stood by; floated by own power.
Do.	174 and 175.	4½ miles S.	El Siglo, str.	4,616	54		Stranded in fog, but floated unassisted; took off 2 injured members of crew and carried them to Manteo to a doctor.
Do.	280.	8 miles E. by S.	Sidney O. Neff, str.	435	13	13	Fast in ice; short of provisions; traveled 22 miles to and from vessel carrying supplies over ice.
Jan. 25.	6.						Went to Tenants Harbor and brought doctor to White Head Light Station.
Do.	31.	½ mile N.					Notified authorities that channel buoys were being displaced by ice.
Do.	31.	½ mile E.	Pawnee, str.			2	Signaled messenger to vessel at request of Cape Cod Canal Co.
Do.	88.						Sheltered 2 hunters prevented by wind and tide from returning home.
Do.	140.	½ mile ENE.					Warned away from shoals by Coston signal.
Do.	276.	2,000 feet W.					Removed to place of safety some hay endangered by rise of river.
Jan. 26.	6.	1 mile NE.	rowboat		1		Light keeper caught in drift ice; towed back to his station.
Do.	31.	1 mile E.	No. 233, destroyer				Signaled United States destroyer that Cape Cod Canal was blocked.
Do.	153.	3½ miles E.					Warned away from shore by code signal.
Do.	112.	2 miles N.					Automobile shipped on ice and went into surf; hauled out.
Jan. 27.	316.		Ozette, str.		45		Located and recovered box containing radio compass lost overboard.
Jan. 28.	Yamacraw	Savannah River.	Rose, lighthouse tender	4,490			Aground; floated with aid of tugs.
Do.	310.						Plotted lighthouse tender Rose through shallow water.
Jan. 29.	7.	4 miles NE.					Carried forage to Allens Island to feed team of oxen.
Jan. 30.	137.	½ mile N.					Recovered body of boy under ice; resuscitation attempted.
Jan. 31.	38.	½ mile E.					Warned away from shore by Coston signal.
Do.	88.	14 miles S.					Do.
Do.	91.	14 miles SE.					Do.
Feb. 1.	Gresham.	Boston Harbor.	Eleanor Mary, sch.	142	23		Fast in ice; towed to a pier.
Do.	8.	14 miles S.					Warned away from beach by Coston signal.
Feb. 2.	5.	2½ miles N. by W.					Mail facilities at Islesford interrupted by ice; went to Seal Harbor and procured mail.
Feb. 3.	209.	150 yards S.					Automobile, going at high speed, struck log; woman passenger thrown against wind shield and face badly cut; gave first aid.
Feb. 3-4.	Acushnet.	Bucks Harbor, Me.	May Archer, str.	125	15		Broke channel through ice for steamer carrying mail and supplies.
Feb. 4.	22.	½ mile E.					Summoned doctor and carried him to Strattsouth Island to attend light keeper.



Do.	139.	1 mile ENE.	Charles D. Stanford, sch.	714	5	2	
Do.	146.	350 yards S.					Run into by schooner Estrella do Mar and stern badly damaged; succored master and his wife.
Do.	209.	1 mile N.					Picked up drifting buoy and hauled it out on beach.
Do.	220.	10 miles E.	Port Atlantico, sch.		16		Carried to Miami, by truck, 2 persons whose automobile had broken down.
Feb. 5.	24.	100 yards N.					Vessel, inbound, in need of tug; landed master to enable him to send call.
Do.	128.						Assisted team with load of coal out of snow.
Do.	148.	1 mile E.	William Green, str.	6, 784			Removed furniture from pier being demolished in storm.
Do.	162.		str.				Warned away from shore by Coston signal.
Do.	322.	1 mile NE, by E.	Santa Flavia, m. s.	2, 113	26		Do.
Feb. 5, 6.	Acushnet.	Stonington, Me.	Gov. Bodwell, str.	140	37		Went on rocks in fog; ran line for tug that pulled vessel afloat and carried messages between vessels.
Feb. 6.	7.						Broke channel through ice to enable steamer to make her regular run.
Do.	22.						Carried way to flock of sheep, snowbound in woods and in starving condition.
Do.	33.					1	Succored lighthouse employee prevented by storm from getting offshore to his station.
Do.	75.	1 mile E.					Brought body of keeper of Race Point Light to station and summoned undertaker.
Do.	75.	1 mile E.	J. Henry Edmonds, sch.	72	5		Removed furniture from house on point of being demolished by sea.
Do.	139.	2 miles ENE.					Piled sand bags around house and saved it from destruction by sea.
Do.	190.	5 miles WSW.	Bryna P. Pendleton, sch.	1, 513	9		Set ashore by ice; helped put some coal on board and ran anchor line; floated by pilot boat Philadelphia.
Feb. 7.	58.	13 miles NW.					Carried master of schooner and masters of 3 barges to Beaufort to obtain provisions.
Do.	318.	14 miles E.	Queen, slip.	9	7		Helped get sick woman to hospital by means of sled and automobile.
Feb. 8.	50.	1 mile W.					Fire in lumber yard, oil plant threatened; helped put fire out.
Do.	220.	16 miles W, by S.	Lucile, m. b.				Unable to get to dock on account of ice; landed passengers and freight and performed same service, going aboard vessel.
Feb. 9.	Acushnet.	Rockland, Me.	Somers N. Smith, str.	52	5		Parted mooring in hurricane and stranded; floated by outsiders; towed to a landing.
Do.	83, 84.	14 miles E, station 83.					Fast in ice; towed to open water.
Do.	140.	14 miles S.					Carried doctor to Clarks Island to attend woman.
Feb. 10.	12.	1 mile SW.					Carried by wagon, boat, and ice scooter to hospital a man ill of pneumonia.
Do.	269.						Pulled motor cycle out of quicksand and took it to station for safe-keeping.
Feb. 11.	Acushnet.	Great Round Shoal.					Picked up drifting float stage and turned it over to naval tug.
Do.	22.	1 mile NE.	Anna T., m. b.	12	4		Carried sick man to Lake Michigan Park to an ambulance.
Do.	57.	2 miles E, by S.	N-2, submarine.				Carried man to Woods Hole on his way to bedside of dying wife.
Do.	112.	14 miles W.					Out of gasoline; 10 gallons furnished.
Do.	153.	100 yards SW.	Sweetheart, m. b.		5		Delayed by fog in returning to base; telephoned information of vessel to base.
Feb. 12.	50.						Brought ashore personal effects of 3 men from clubhouse badly damaged by ice.
Do.	48.	2 miles SE.	Vera, m. b.		2		Engine disabled; drifted into wharf; carried boatmen to their homes.
Feb. 13.	119.	10 miles E.	Wm. Henry Webb, str.	5, 980	40		Delivered to woman on Penikese Island message advising her of death of relative.
Do.	30.	24 miles W.					Engine disabled; towed to harbor.
Feb. 15.							Fire in oil bunkers, putting engine out of commission; ran line for steamer that picked vessel up.
							Went to North Plymouth and obtained medicine for sick woman on Clarks Island.

*Miscellaneous assistance—Continued.*

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1920.							<b>Warned away from shore by Coston signal.</b>
Feb. 15.....	39.....	3 miles S	—, str.				Do.
Do.....	40.....	1 mile N	—, str.				Do.
Feb. 17.....	88.....	14 miles S	—, str.				Broke up ice in Gloucester Harbor.
Do.....	Osippee	2 miles SW	Neptune, str.	117	10		Went on ledge while leaving wharf; floated by tugs; took charge of crew's clothing and held it until called for.
Feb. 18.....	218.....	5 miles S. by W.	John M. Emery, str.	924	21		Floated by wreckers; sprung leak while in tow; beached to prevent sinking; took off 17 members of crew and put them on a launch that was to take them to Galveston.
Do.....	307.....						Carried woman, ill of pneumonia, to Aberdeen by boat.
Feb. 19.....	170.....	1 mile E	—, str.				Warned away from shore by Coston signal.
Do.....	217.....	1 mile E	Silver King, m. b.	7	8		Engine disabled; towed to Galveston.
Feb. 20.....	45.....	24 miles WSW	—, m. b.				Carried out by ice and sunk, becoming total loss; recovered motor.
Do.....	276.....	500 feet W.	Patience, str., and 3 bgs.				Recovered mule team and wagon that had gone off levee into river.
Feb. 19-21.	95.....	3 miles WNW					Fast in ice with engine disabled; sent message to owners; vessels released by tugs.
Feb. 21.....	Osippee					1	Broke up ice in Stockton Harbor and Fox Island Thoroughfare.
Do.....	88.....	14 miles S	—, str.				Warned away from beach by firing Lyle gun.
Do.....	196.....	300 yards NW	—, sch.				House on fire; helped put fire out with little loss.
Feb. 22.....	310.....						Sent call for tug to tow vessel in over Columbia River bar.
Do.....	241.....						Helped care for and get to train for shipment body of doctor who had died of pneumonia.
Feb. 23.....	89.....						Succored watchman whose shelter was in danger of being carried away by ice.
Do.....	241.....	2 miles W					Carried from train to hospital a man injured in a railway accident.
Feb. 24.....	92.....	4 miles NW					Removed wreckage from under pier supporting hotel; but for this service building would have gone on next tide.
Feb. 25.....	190.....		Coriscana, str.	3,500	36		Struck submerged wreck, starting dangerous leak; met vessel running for harbor, and piloted her in.
Feb. 26.....	92.....	1 mile NE	No. 755, bgs.				Broke away from tug and stranded; ran line and tug, pulled vessel off.
Feb. 27.....	141.....	1 mile E	Burnwell, str.		3		Landed 2 pilots from vessel.
Feb. 28.....	30.....	1 mile SW	Monrow, Nor. str.				Took pilot and his assistant off vessel, outward bound.
Do.....	190.....	2 miles NW	W. J. Larmond, bgs.	887	5		Took master, suffering broken ankle, off vessel and carried him to Beaufort to a doctor and thence to a hospital at Moorehead City.
Do.....	305.....	1 mile W					Dwelling on fire; assisted in putting her out.
Feb. 29.....	188.....	2 miles NE	Mamie Stella, m. b.		2	2	Went on shoal; ran anchors and took men off and gave them shelter; boat came clear on rise of tide; put men back on board and helped get anchors.
Mar. 1.....	139.....	3 mile NE	Western Maid, str.	3,579	62		Put provisions on board vessel bound from Liverpool to Philadelphia.
Do.....	183.....	1 mile E	—, str.				Warned away from shore by Coston signal.
Mar. 2.....	190.....	2 mile NW	—, 2 bgs.	334	19		Leaking while in tow; piloted to place where barges could be safely beached.
Mar. 2-3.....	Acushnet.....	Newport, R. I.....	B. H. Warford, sch.....	203	3		Towed vessel coal laden to Nantucket to supply people badly in need of fuel.

Mar. 2.....	4.....	6 mile N.....	Lizzie, slip.....	6.....	.....	.....	Let aleak by ice, filled and sank; removed sails from vessel.
Do.....	241.....	1 mile W.....	1 mile W.....	80.....	.....	.....	Automobile broke through ice; hauled out by use of tackle.
Mar. 3.....	.....	Admiralty Inlet, Wash.....	—, scow.....	.....	.....	.....	Picked up and beached scow drifting; submerged in track of navigation.
Do.....	92.....	1 mile NE.....	No. 1211, hydroplane.....	3.....	.....	.....	Do.
Mar. 4.....	92.....	1 mile NE.....	No. G 2622, hydroplane.....	4.....	.....	.....	Delivered telegram to Pensacola Island.
Do.....	50.....	1 mile S.....	—, str.....	.....	.....	.....	Warned away from beach by Coston signal.
Mar. 5.....	139, 140, 141.....	1 1/2 mile S.....	Marsdak, str.....	2, 174.....	.....	.....	Stranded in fog; ran lines and sent and received messages and signals;
Do.....	155.....	6 mile SE.....	Advance, str.....	23.....	.....	.....	vessel floated by Eagle boat No. 32 and tug Liberty.
Mar. 7.....	155.....	do.....	No. 355, bge.....	.....	.....	.....	Lost barge in gale; piloted into harbor.
Do.....	183.....	2 mile W.....	—, rowboat.....	2.....	2.....	.....	Broke away from steamer Advance; towed into harbor.
Do.....	266.....	1 mile W.....	Pere Marquette, No. 3, str.....	924.....	41.....	.....	Boat swamped and washed ashore; occupants wet and cold; succored over-
Mar. 8-9.....	135.....	1 mile SE, by S.....	City of Berkeley, str.....	6, 039.....	47.....	.....	night.
Mar. 6-10.....	305.....	At station.....	.....	.....	.....	.....	Sunk by ice, passengers and crew escaping over ice to another car ferry;
Do.....	31.....	1 mile NE.....	No. 280, destroyer.....	.....	.....	.....	assisted people ashore with their baggage.
Do.....	47.....	1/2 mile N.....	Agnes, m. b.....	.....	.....	.....	Mistook lights and stranded; ran line for tug that pulled vessel adrift.
Do.....	92.....	2 mile SW.....	No. 3617, hydroplane.....	4.....	.....	.....	Stranded in fog; floated unassisted; given bearings.
Do.....	155.....	5 mile S.....	No. 118, sub. chaser.....	9.....	.....	.....	Warned away from shore by firing Lytle gun.
Do.....	222.....	5 mile S.....	.....	.....	.....	.....	Engine dead; aviator unable to leave mooring; brought men ashore.
Do.....	32.....	1/2 mile NW.....	Lake Butler, str.....	.....	.....	.....	Rescued horse that had broken through ice.
Mar. 12.....	88.....	1/2 mile S.....	No. 2617, hydroplane.....	5.....	.....	.....	Broke moorings in gale and went on riprap; ran lines for tug that pulled
Mar. 13.....	92.....	1/2 mile NE.....	.....	3.....	.....	.....	vessel clear.
Do.....	271.....	150 yards NNE.....	Panther-Creek, bge.....	739.....	.....	.....	Do.
Mar. 14.....	31.....	do.....	Metacomet, bge.....	852.....	4.....	.....	Do.
Do.....	31.....	do.....	Sidney, bge.....	745.....	4.....	.....	Engaged tug to tow barge to Delaware Breakwater so injured man on
Do.....	136.....	4 mile SE.....	Worcester, bge.....	825.....	3.....	.....	board could be safely taken off.
Do.....	139.....	3 mile NNE.....	do.....	825.....	3.....	.....	Carried doctor to vessel to attend injured man and later brought man
Do.....	212.....	3 mile S.....	Jim Sld, str.....	209.....	13.....	.....	ashore to public health surgeon.
Mar. 15.....	62.....	5 mile NNW.....	No. 10, bge.....	.....	5.....	4.....	Hawser in propeller; sent call for tug to tow vessel to Pensacola, Fla.
Do.....	276.....	800 feet W.....	.....	.....	.....	.....	Spring leak and sunk; 4 of crew escaped ashore in boat; master drowned
Mar. 16.....	39.....	2 mile N.....	Rowboat.....	.....	.....	.....	trying to swim ashore; succored 4 men overnight.
Do.....	235.....	1/2 mile SW.....	.....	.....	.....	.....	Recovered from river a log that had fallen off a steamer.
Mar. 17.....	Ossipee.....	Stockton Springs, Me.....	Ripogenus, str.....	2, 278.....	22.....	.....	Warned away from bar by Coston signal.
Do.....	162.....	.....	.....	.....	.....	.....	Went adrift leaving owner marooned on breakwater; returned boat to
Do.....	.....	.....	.....	.....	.....	.....	owner.
Do.....	.....	.....	.....	.....	.....	.....	Broke ice around vessel and assisted her to get away from dock.
Do.....	.....	.....	.....	.....	.....	.....	Put out fire that had started in brush and spread to several buildings,
Do.....	.....	.....	.....	.....	.....	.....	saving property to value of \$10,000.

*Miscellaneous assistance—Continued.*

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1920.							
Mar. 18....	193.....						Carried to Southport to a doctor a man who had been run over by heavy wagon.
Mar. 19....	15.....	Jones Island, Spring Passage.	Alki, m. s.....	716	8		Gave first aid to man who had run a nail through his hand.
Mar. 20....	Scout.....						Went on reef; carried master to Friday Harbor, Wash., and back again to his vessel.
Do.....	16.....	200 yards S.	—, str.....				Found body of man on beach; notified coroner.
Do.....	37.....	2 miles NE.	Lake Felden, str.....	7,592	37		Warned away from shore by Coston signal.
Mar. 15-22.	Tuscarora.....	16 miles E. Cay Sal Bank.					Got out of reckoning and ran on reef; furnished vessel supplies, afforded transportation, and assisted wreckers to float vessel.
Mar. 22....	307.....	6 miles S.....	John Owen, str.....		18		Hotel and dwelling on fire; unable to save buildings, but finally extinguished flames, thereby saving nearly by property from destruction.
Mar. 21-24.	293.....	3½ miles N.....	Lizzie D., str.....		11		Found and buried body of man supposed to be that of member of crew of steamer John Owen, foundered Nov. 13, 1919.
Mar. 27....	170, 171.....	3 miles S. station 170.					Stranded with barge Marcus Hook in tow; ran lines, sent off messages, etc.; vessel floated by tug.
Do.....	209.....	150 yards S.....	Grazia Carino, m. b.....	9	7		Carried to Miami to a hospital a woman injured in an automobile accident; also helped repair automobile.
Do.....	222.....	1½ miles ENE.....	—, str.....				During prevalence of high sea with threatening storm, piloted vessel in over bar.
Mar. 23....	34.....	¾ mile NNE.....					Warned away from beach by Coston signal.
Do.....	128.....	1 mile N.....					Removed from surf automobile containing 6 persons.
Mar. 29....	16.....	2 miles S.....					Found body of man on beach and turned it over to coroner.
Do.....	170.....						Found body of man lost from tug Lizzie D.
Do.....	276.....	1,000 feet W.....					Recovered 1 horse of team and loaded wagon that had gone over levee into river; 1 horse drowned.
Do.....	307, 308.....	6 miles W.....	Dory and rowboat.....				Helped recover buoy that had gone adrift outside harbor entrance.
Mar. 31....	2.....	3½ miles NW.....					Rowboat with dory in tow having difficulty in strong wind; towed to destination.
Do.....	7.....	4 miles ENE.....	Catherine B, m. b.....		1		Engine disabled; towed to Tenants Harbor and moored.
Do.....	148.....	2 miles SW.....	Club, m. b.....		2		Out of fuel outside harbor; carried 10 gallons of gasoline out to boat.
Apr. 1....	306.....		Leader, m. b.....				Carried party of naval officers from Neah Bay to Tatoosh Island.
Apr. 2....	11.....	5 miles SSW.....					Set on fire by back-firing of carburetor; total loss; engineer's hands badly burned; dressed injuries.
Do.....	305.....	12 miles NW.....					Assisted to a hospital a miner badly injured in an explosion.
Apr. 3....	13.....	¾ mile N.....					Put out grass fire that threatened cottage.
Do.....	29.....	2 miles W.....					Put out grass fire that seriously endangered several cottages.
Do.....	133.....	1½ miles E.....	Strif.....				Capsized while in tow; refueled and freed of water.
Do.....	216.....	7 miles SE.....	British Major, str.....	2,755	38		Provided provisions at Saline and put them on board vessel, her supply being entirely exhausted.
Do.....	325.....	1½ miles NE.....					Recovered body of drowned boy; resuscitation attempted.
Apr. 3-4....	323.....	1½ miles NE.....					Recovered bodies of 2 boys drowned in Mud Lake, their canoe having capsized.

Apr. 4.	19.	1 mile N.			2	Removed automobile from sand, succored occupants. Carried sick man to Mantoe, N. C., to a doctor.
Do.	176.	1 mile N.				Put 2 men on Inlake Pier and brought away 2 others; ice jam preventing tug from performing this service.
Do.	235.	1 mile E.				Helped put out fire in building housing district superintendent's office.
Do.	270.					Reduced dislocation of woman's knee and carried woman to Alherton to a doctor.
Do.	307.					Doctor and man off steamer and carried him to a doctor.
Do.	319.					Broken shaft; sent call for boat to tow launch in.
Apr. 5.	62.	2 1/2 miles N.	Hatty M. m. b.	5	2	Engine disabled; towed to Rockport.
Apr. 6.	22.	1 mile ESE.	—, m. b.		2	Put fire in cottage.
Do.	196.	100 yards W.				Fast in ice and out of provisions; put provisions on board.
Apr. 8.	270.	2 miles S.	C. J. Bos. str.	34	6	Carried doctor from Tenants Harbor to Andrews Island to attend woman.
Apr. 9.	6.					At request of United States Engineers, swept channel for wreckage from steamer Muskegon.
Apr. 9-10.	268.					Took crew of lost steamer Fowel off steamer Standard and landed them at Key West; also carried provisions to Standard.
Apr. 10.	Vaughan.		Powel, str.	1,200	24	Stranded; carried telegram to Beaufort and arranged for tug to pull vessel off.
Do.	191.	1 mile NW.	Roamer, str.	89	6	Fast in ice and out of coal; carried 1,400 pounds of coal out to vessel, also provisions.
Do.	270.	2 1/2 miles S.	C. J. Bos. str.	34	6	Put out brush fire.
Apr. 12.	36.	1 mile NW.				Fought fire and saved 2 cottages from destruction.
Do.	139.					Saved 2 cows that had fallen off a steamer.
Do.	271.	1 mile E.				Engine disabled; went on mud flat; floated and towed to safety.
Do.	276.	1 mile W.				Engine disabled; towed to a landing.
Do.	316.	2 miles N.	D. 702, m. b.		2	Delivered telegram to Penekese Island.
Apr. 13.	25.	1 mile E.				Transported a woman to a hospital at Hoculam, Wash.
Do.	50.	1 1/2 miles N.				Warned away from beach by Coaston signal.
Do.	307.	34.	— sch.			In danger of being damaged by ice and wind while at mooring; put men on board to make plane secure.
Apr. 14.	34.	1 1/2 miles NW.	No. A 4020, hydroplane			Out of fuel; towed to a slip.
Do.	92.	1 mile NE.				Engine disabled; towed to place where repairs could be made.
Apr. 15.	239.	East Basin.	—, m. b.		2	Fast in ice; went out on United States Engineers' water boat and ran line towed vessel into clear water.
Apr. 16.	234.	4 miles W.	do.	6	4	Piloted steamer outside harbor to assist 15 canoes unable to get in account of heavy sea.
Apr. 17.	284.	2,200 feet WNW.	Go-Easy-Mabel, m. b.			Put out grass fire near dwelling.
Apr. 18.	306.	Outside harbor.	Fifteen canoes.			Delivered message to Penekese Island.
Apr. 19.	10.	1 mile W.				Carried fish-pound inspector on his rounds.
Do.	50.	1 1/2 miles N.				Delivered message to Penekese Island.
Do.	123.					Got off course, mistook light and stranded and became total loss; assisted 3 dories from vessel to land; saved nets, sails, tools, etc., to value of \$2,500.
Apr. 20.	50.	1 1/2 miles N.	Blanche F. Irving, m. b.	26	7	Delivered telegram to Penekese Island.
Apr. 21.	45.	2 1/2 miles N. by W.				Engine disabled; landed occupants who later engaged boat to tow their boat to safety.
Do.	50.	1 1/2 miles N.			2	Engine disabled; in strong surf; called tug and stood by vessel until taken in tow.
Do.	129.	1 mile SE.	Henry B, m. b.	6	4	Lost propeller; hauled boat out on station launchway and fitted new wheel.
Do.	238.	10 1/2 miles E.				Capsized in rough surf; occupants picked up by tug; saved canoe and equipment.
Do.	284.	1 mile WNW.	Mary A, m. b.	9	3	
Do.	283.	1 mile E.	Canoe.		2	

*Miscellaneous assistance—Continued.*

Date.	Name of cutter or station.	Place (distance and direction from station.)	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons on succored.	Remarks.
1920.							
Apr. 22	122	1 mile W	Franele, m. b.	21	3		Unfamiliar with locality; piloted to sea.
Do	122	$\frac{1}{2}$ mile WNW	Emil, m. b.		7		Stranded; took nets vessel had in tow out to fish pound.
Do	310	10 miles SSW					Sent call for tug to tow vessel in over bar.
Apr. 23	143	1 mile SE	Mary Buckley, sch.	124	5		Main boom broken in heavy wind; helped make repairs; vessel then made harbor.
Do	235	$\frac{1}{2}$ mile W		39			Landed workmen in intake pier, ice preventing tug from performing service.
Do	310	10 miles W	—, sch.				Sent call for tug to tow vessel in over bar.
Apr. 24	14	1 mile S	—, dory.			2	Light keepers unable to return from Lungson Island to their station on account of high sea and wind; brought from the island named to station and lodged overnight.
Do	23	$\frac{1}{2}$ miles E	—, gig.		2		Stranded in strong wind; returned master and gig to his vessel offshore.
Do	58	$\frac{1}{2}$ mile W	—, m. b.		1		Went ashore, stranded, and filled; hauled out; saved engine and fittings; to a tug.
Do	92	1 mile S.W. of Coast Guard boathouse.	No. 1817, seaplane.				Fell into water; completely demolished; assisted in recovery of engine; availed drowning.
Do	135	1 mile S.	Belle, slip.		2		Dragged in rough sea and went to pieces; saved mainsail and some other material.
Do	284	$\frac{1}{2}$ miles E	Wyandotte, m. b.	8	2		Propeller broken; hauled out on station launchway and new wheel put on.
Do	271	1 mile N.					Found body of man in surf and turned it over to coroner.
Apr. 27	88	$\frac{1}{2}$ miles W.			10		Stranded overnight 10 people whose place of abode had been destroyed by fire.
Apr. 28	88, 89	$\frac{2}{3}$ miles W. station 89	Norma, sch.	111	19	19	Lost bearings in fog and stranded, becoming total loss; crew in ship's boat piloted ashore and succored at station 89; saved vessel's seine.
Do	183	—, SE	New Comer, m. b.		9		Engine disabled in high sea; went out aboard fish boat and towed launch to safety.
Apr. 29	10	5 miles SE					Brought employee of Portland Lightship ashore on account of illness in his family.
Do	273	$\frac{1}{2}$ mile SE					Recovered body of drowned boy; resuscitation attempted.
Do	317	1 mile E					Recovered body of man drowned after falling overboard from steamer.
Apr. 30	62	$\frac{1}{2}$ mile S by E					Recovered body of suicide from water.
May 1	92	$\frac{3}{4}$ miles E	Rose, m. b., and tow.		2		Unable to proceed against tide; assisted to a dock.
Do	138	1 mile E	—, m. b., and tow.				Pooled anchor; drifting to sea; sent call for vessel to tow boats into harbor.
Do	250	1 mile E.	George Le Way, str.	49	9		Anchored offshore with boiler disabled; landed master and mate and carried them to town to procure material for making repairs, and put them back on board.
May 2	12	2 miles SW	B 627, m. b.		1		Engine disabled; towed to destination.
Do	59	$\frac{1}{2}$ mile SE					Picked up 2 boys marooned on island; their boat having been disabled.
Do	136	1 mile SSW	X-10-U-S, m. b.	8	2		Engine disabled; towed to landing.
May 3	Acushnet	Lat. 40° 40' N., long. 70° 33' W.	Risor, Nor. sch.	1, 004	19		Vessel on fire at sea; total loss; crew taken off by the City of Canton and transferred to cutter, which carried them to New Bedford.
Do	203	$\frac{1}{2}$ mile E.	Marie, m. b.	9	3		Engine disabled; sent man on board to make repairs.

[illegible]

*Miscellaneous assistance—Continued.*

Date.	Name of cutter or station.	Place (distance and direction from station.	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1920.							
May 21.....	316.....	3 miles N.....	....., m. b.....	.....	.....	.....	Fire at naval radio station; buillings to the value of \$2,500 saved.
Do.....	27.....	1 mile E.....	.....	.....	2.....	.....	Engine disabled; loaned spark plugs, enabling boat to proceed to safe anchorage.
Do.....	125.....	14 miles W.....	Clara K, m. b.....	.....	.....	.....	Engine disabled; stranded on meadows; launched into deep water.
Do.....	125.....	14 miles W.....	Yep, m. b.....	.....	2.....	.....	Engine disabled; stranded on meadows; launched into water of floating depth.
Do.....	238.....	2 miles E.....	....., scow.....	.....	.....	1.....	Went adrift; towed ashore.
Do.....	325.....	Lat. 37° 05' N., long. 75° 32' W.....	Tadousac, str., and tow.....	1,000.....	.....	50.....	Put out brush fire that threatened Government property.
May 22.....	Manning.....	.....	.....	.....	.....	.....	Towed disabled steamer and barge 40 miles to Cape Henry; vessels were not seriously in need of help.
Do.....	134.....	4 miles S.....	....., fishing skiff.....	.....	.....	2.....	Stranded in heavy wind and sea; launched when weather moderated.
Do.....	310.....	4 miles W.....	.....	.....	.....	.....	Recovered drifting gill net.
Do.....	313.....	14 miles S. by W.....	.....	.....	.....	.....	Took soundings for Lighthouse Service with view of shifting buoy.
Do.....	317.....	1 mile N.....	....., str.....	.....	.....	.....	Warned away from shore by Coston signal.
May 24.....	174.....	1 mile N.....	.....	.....	.....	.....	Recovered body of man drowned when his automobile ran off dock.
Do.....	284.....	5 miles SW.....	.....	.....	.....	.....	Got off course and stranded; took soundings, carried messages, ran line, and otherwise assisted tugs in getting vessel aloft.
May 25.....	241.....	8 miles ENE.....	Superior, str.....	4,544.....	.....	32.....	Stranded in fog; furnished transportation between ship and shore.
Do.....	256.....	8 miles NE.....	Douglas Houghton, str.....	5,332.....	.....	32.....	Notified lighthouse inspector of failure of light to burn.
Do.....	34.....	34 miles NE.....	.....	.....	.....	.....	Dangerously near bar in fog; warned off by Coston signal.
May 26.....	39.....	4 miles NE.....	....., str.....	.....	.....	.....	Caught fire lying at dock; assisted volunteer fire department in extinguishing flames.
Do.....	296.....	4 mile W.....	Ora Endress, m. s.....	68.....	.....	2.....	Recovered body of drowned boy.
May 27.....	280.....	4 mile NW.....	.....	.....	.....	.....	Engine disabled; towed to a dock.
Do.....	304.....	4 mile NW.....	.....	.....	.....	3.....	Put out fire in dwelling at Nome.
Do.....	305.....	4 mile W. by N.....	Elmore, m. b., and tow.....	.....	.....	.....	Cottages on fire; saved some furniture and 1 cottage.
May 28.....	13.....	.....	.....	.....	.....	.....	Fought fire in cottages, saving a number of them.
Do.....	15.....	34 miles NE.....	.....	.....	.....	.....	Recovered body of man from water.
Do.....	100.....	4 miles S.....	.....	.....	.....	.....	Engine disabled; towed to South Boston.
May 29.....	25.....	14 miles E.....	....., m. b.....	.....	.....	2.....	Assisted United States Engineers to place danger signal at north harbor entrance.
Do.....	247.....	.....	.....	.....	.....	.....	Gave first aid to man suffering from cut on arm, and sent him to a doctor.
May 30.....	20.....	.....	.....	.....	.....	.....	Out of fuel; towed to South Boston Yacht Club.
Do.....	235.....	14 miles E.....	Dof, m. b.....	.....	.....	3.....	Engine disabled; towed from Windmill Point, Ontario, to Buffalo.
Do.....	25.....	64 miles W. by S.....	Sari, m. b.....	.....	.....	6.....	Recovered body of drowned boy; resuscitation attempted.
Do.....	304.....	2 miles SW.....	.....	.....	.....	.....	Carried master to Beaufort to procure provisions, and brought him back to his vessel.
May 31.....	190.....	2 miles NW.....	Hukey, str.....	418.....	.....	21.....	Recovered body of drowned boy.
Do.....	232.....	4 miles S.....	.....	.....	.....	.....	Struck on bottom; brought tug and stood by while it pulled vessel clear.
Do.....	234.....	3 miles NW.....	Prince Otto, str.....	.....	.....	12.....	



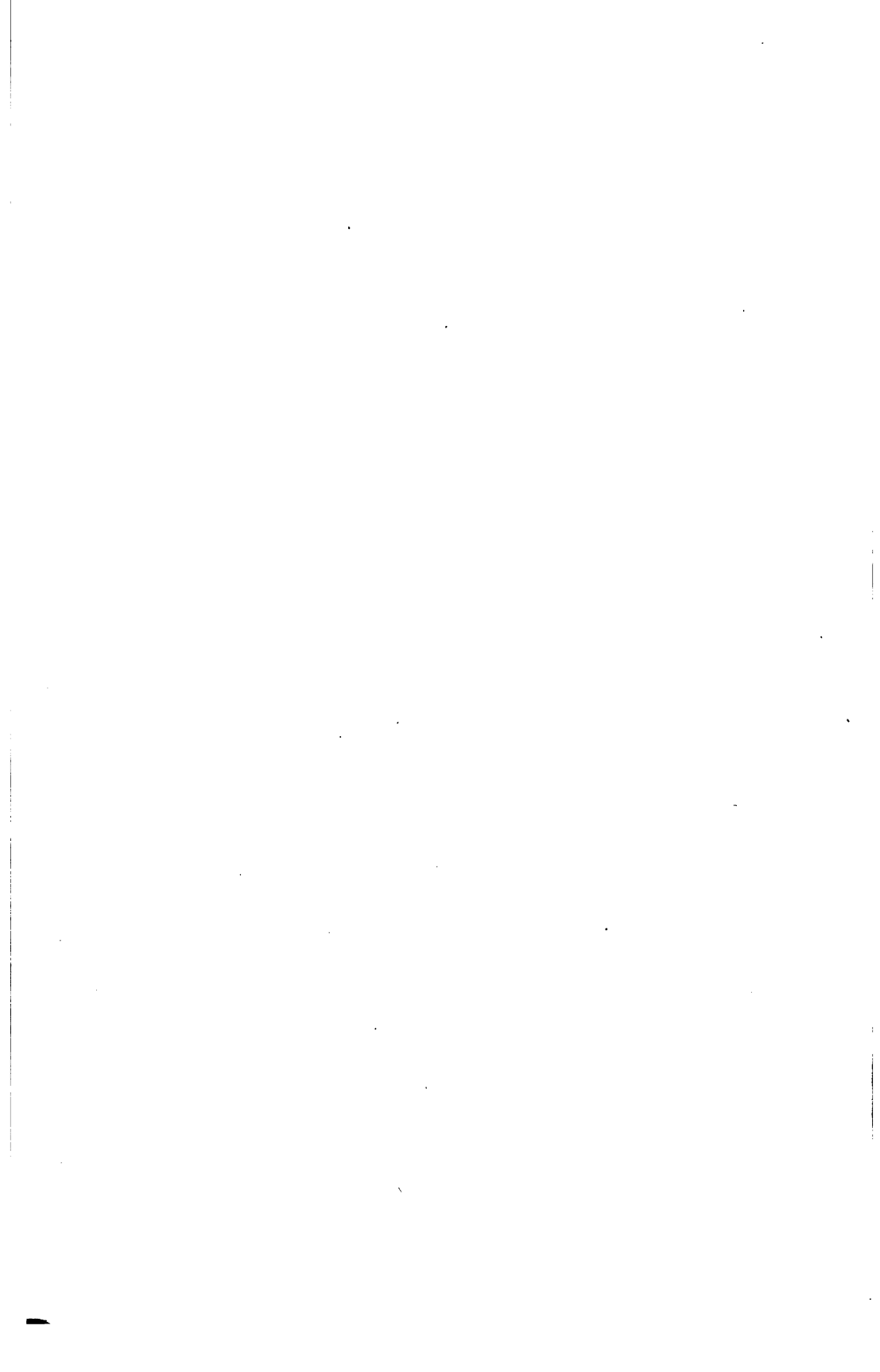
June 1.....	235.....	3½ miles W. by N.....	Ossian Bedell, str.....	296.....	37.....	Stranded at pier; took soundings, piloted tug in to vessel, and ran lines; floated by tug.
June 2.....	57.....	¼ mile E.....	.....	.....	.....	Hotel on fire; several buildings destroyed; saved some furniture and prevented fire from reaching number of cottages.
Do.....	239.....	1 mile W.....	....., row boat.....	.....	.....	Recovered body of drowned girl and sent it to morgue.
Do.....	274.....	4 miles W.....	Nome City, str.....	.....	.....	Went ashore; returned to owner.
June 3.....	316.....	Near station.....	Emma, m. b.....	.....	4.....	Engine disabled; towed to station.
Do.....	25.....	1½ miles SW.....	....., str.....	.....	.....	Warned away from shore by Coast signal.
June 4.....	96.....	Entrance to San Carlos Bay.....	Ysabel, Cuban smack.....	37.....	7.....	Boarded vessel and found a quantity of liquor on board; towed into Tampa and turned over to collector of customs.
Do.....	235.....	.....	William T. Roberts, str.....	.....	.....	Boarded steamer and delivered orders from owners.
Do.....	269.....	3½ miles NNE.....	.....	.....	.....	Removed furniture from burning buildings, and prevented 2 dwellings from catching fire.
Do.....	279.....	1 mile N.....	.....	.....	.....	Recovered floating body of woman.
June 6.....	58.....	¼ mile NNE.....	.....	.....	.....	Cottage on fire; unable to save building, but protected near-by property with aid of volunteers.
Do.....	298.....	3½ miles NE.....	Althes, m. b.....	.....	7.....	Batteries exhausted; towed to Two Rivers.
June 7.....	24.....	¼ mile W.....	.....	.....	.....	Recovered body of man from water.
Do.....	27.....	3 miles S.....	.....	.....	.....	Recovered body of drowned boy; resuscitation attempted.
June 8.....	216.....	1½ miles NW.....	.....	.....	.....	Recovered floating body of man.
Do.....	256.....	5 miles W. by S.....	James Watt, str., and bge.....	4,000.....	44.....	Went ashore in fog; furnished transportation, ran lines, and otherwise assisted tugs that floated vessels.
June 9.....	Mackinac.....	Boston.....	.....	.....	.....	Boatswain's Mate William T. Murphy swam under wharf and assisted in rescuing a valuable horse; commended.
Do.....	13.....	2 miles NE.....	Str. and bge.....	.....	.....	Warned away from shore by Coast signal.
Do.....	34.....	3½ miles NE.....	.....	.....	.....	Reported failure of light buoy to burn.
Do.....	123.....	2 miles S.....	Airplane.....	.....	2.....	Fell into water, drowning 1 of occupants; plane total loss; saved engine.
Do.....	280.....	¼ mile SW.....	.....	.....	.....	Recovered floating body of man, and handed it over to city authorities.
June 10.....	Arcata.....	Discovery Bay.....	....., m. b.....	.....	.....	Found at anchor, deserted; seized and turned over to customs authorities; suspected of liquor smuggling; vessel had failed to report presence in United States waters.
Do.....	43.....	2 miles NW.....	....., m. b.....	.....	6.....	Out of fuel; towed to Chatham.
Do.....	101.....	1½ miles SE.....	Mary Jane, m. b.....	18.....	3.....	Out of fuel; put 5 gallons on board.
Do.....	125.....	¼ mile WSW.....	....., bateau.....	.....	1.....	Capsize; occupant rescued by outsiders, but given supper and change of clothing at station.
Do.....	255.....	1 mile S.....	Lillie R., m. b.....	15.....	1.....	Unable to tow logs against wind; assisted towing vessel to get logs to saw-mill.
Do.....	255.....	Walkers Point.....	.....	.....	.....	Carried man to Cheboygan for medical treatment.
Do.....	286.....	.....	.....	.....	.....	Recovered body of woman from water.
June 10-11.....	110.....	¼ mile W.....	Dolphin, skiff.....	.....	1.....	Engine disabled; stranded in darkness; sheltered boatman overnight and launched his boat and set engine going.
June 12-13.....	256.....	1 mile E.....	A. M. Dyers, str.....	6,364.....	32.....	Stranded in fog; sent call for tug, and stood by until vessel was floated.
June 13.....	20.....	.....	.....	.....	.....	Removed fishhook from man's hand and dressed wound.
Do.....	255.....	.....	.....	.....	.....	Carried doctor from Cheboygan to Bois Blanc Isle and back, in attendance upon woman.
June 13-14.....	305.....	1 mile S.....	Victoria, str.....	.....	594.....	Stood by steamer while her passengers were discharged on ice lying in shore; also assisted passengers in leaving vessel.
June 14.....	132.....	.....	.....	.....	.....	Carried fish pound inspector on his rounds.
June 15.....	9.....	¼ mile ENE.....	Truant III, m. b.....	.....	1.....	Engine disabled; put in working order.

## Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1920.							
June 16.....	207.....	6 miles E.....					Furnished transportation to party of surveyors.
Do.....	241.....	1½ miles E.....	Goshawk, bge.....	501	7		Recovered body of man drowned while bathing.
Do.....	250.....	4 miles WNW.....	Edward J. McKeever, str.	104	24		Stood by until crew were safe abroad towing steamer.
June 17.....	59.....	4 miles WNW.....					Stranded in fog; ran lines for tug that pulled vessel clear.
Do.....	77.....	2 miles E.....					Warned unknown vessel away from shore by Coston signal.
Do.....	123.....	1½ miles NW.....	Success, Br. ship.....				Vessel, formerly a convict ship, now used for exhibition purposes, parted line in squall and stranded; landed 2 members of crew.
Do.....	176.....	4 miles NW.....	Dare, m. b.....	12	3		Crankshaft broken; towed 8 miles to Manteo.
June 18.....	310.....	8 miles W.....	—, str.....				Recovered nets that had gone adrift.
June 19.....	38.....	2 miles S.....					Warned away from shore by Coston signal.
June 20.....	34.....	3½ miles NE.....					Reported failure of gas buoy to burn.
Do.....	157.....	1 mile E.....	Derwent, ship.....	1,831	21		Stranded in thick weather; sent off telegram for master; floated by tug.
Do.....	318.....	6 miles SW.....					Picked up drifting spar buoy.
June 21.....	282.....	3½ miles WNW.....	Harold B. Nye, str.....	3,851	28		Damaged shaft; sent off telegram for master.
Do.....	9.....	1 mile NE.....	Scud, m. b.....	7	5		Engine disabled; towed to a dock.
Do.....	236.....	5 miles NE.....					Recovered body of boy from water.
June 26.....	236.....	300 yards SW.....	Bunker, m. b.....		1		Engine disabled while at pier; towed to moorings.
Do.....	276.....	150 yards NE.....					Gave first aid to boy injured on head in diving.
Do.....	276.....	200 feet E.....	—, skiff.....				Recovered horse that had gone over levee into river.
Do.....	281.....	2½ miles N.....	—, lgt.....				Picked up boat and some belongings of man supposed to have drowned.
Do.....	281.....	1½ miles NE.....	—, lgt.....				Conveyed to her home a child who had broken her arm.
June 27.....	239.....	9 miles NE.....					Recovered body of drowned boy; resuscitation attempted.
Do.....	304.....	3 miles NE.....					Parted towline in fog and became waterlogged; placed light on vessel.
June 28.....	132.....	1 mile ENE.....					Gave restorative treatment to girl rescued by outsiders.
Do.....	312.....	4 miles E.....	Str. and bge.....				Assisted United States Engineers in survey work.
Do.....	27.....	4 miles E.....	—, skiff.....		2		Anchored in heavy wind; sent call for tug.
Do.....	53.....	1 mile E.....					Recovered body of 1 of 2 fishermen drowned when their boat capsized.
Do.....	236.....	5 miles SW.....	—, soh.....				Recovered body of drowned man.
June 30.....	88.....	1½ miles S.....					Warned away from shore by Coston signal.
Do.....	123.....	14 miles S.....					Recovered body of bather; resuscitation attempted.
Do.....	232.....	500 feet NE.....	W. J. Carter, Br. str.....	400	9		Went on shoals in fog; ran line for steamer that pulled vessel off.
Do.....	232.....	4 miles W.....	Ida Corning, bge.....	444	3		Man on board caught in coil of towline and leg crushed; brought man ashore and called doctor.
Do.....	264.....	800 feet W.....					Recovered body of drowned child; resuscitation attempted.
Do.....	278.....	1 mile WSW.....					Carried doctor 12 miles from Grand Marais to sick woman.
Do.....	296.....	18 miles E.....					Hauled automobile out of surf.
Do.....	309.....	2 miles N.....					



MODERN COAST GUARD STATION. LAKE TYPE, CHICAGO, ILL.  
Crew at capsized drill.



## SUMMARY OF WRECKS AND OTHER MARINE CASUALTIES OCCURRING IN UNITED STATES WATERS AND TO AMERICAN VESSELS AT SEA AND IN FOREIGN WATERS: 1920.

On June 30, 1920, the total number of United States vessels registered, enrolled, and licensed was 28,183, having a combined gross tonnage of 16,324,024. Of this number 18,814 were steam and motor vessels, 4,030 sailing vessels, 4,891 barges, and 448 canal boats.

The number of American merchant vessels reported as having sustained casualties during the year, involving a loss of \$300 or over in the case of each, was 995.

The 995 vessels above mentioned were valued at \$470,033,505 and their cargoes at \$125,429,500, the total value of property endangered being \$595,463,005. The losses to vessels amounted to \$54,955,480 and to cargoes \$17,612,455, making the aggregate property loss \$72,567,935. The number of vessels totally lost was 285.

Eighty-eight of the vessels involved in disaster foundered, 211 stranded, 239 were in collision, and 457 sustained miscellaneous casualties, which are classified in the following tables under "Other causes." These founderings, strandings, collisions, and "other causes" were distributed by coasts and localities as follows: On the Atlantic and Gulf coasts, 345; on the Pacific coast, 103; on the Great Lakes, 132; on United States rivers, 105; at sea and in foreign waters, 310. A total of 40,599 persons were on board the 995 vessels, 14,499 of the number being passengers and 26,100 crews. Of the 40,599 persons, 551 were lost, 524 being members of crews and 27 passengers.

A disaster involving damage or loss amounting to less than \$300 is not included in any of the following tables, except in certain cases of collision. All collisions are tabulated where the damage or loss to both vessels combined amounts to \$300, notwithstanding one of the vessels may have suffered little or no loss.

These statistics are compiled from reports furnished by customs officers in compliance with the acts of June 20, 1874, and June 18, 1878.

In the preparation of the accompanying tables it has been found advisable, in order to facilitate reference, to make the following general divisions:

I. Disasters occurring on the Atlantic and Gulf coasts of the United States, embracing—

1. All casualties outside of, but in proximity to, the coast line.
2. All casualties occurring in the bays and harbors adjacent to the coasts named.
3. All casualties occurring in or near the mouths of rivers emptying into the ocean or the Gulf.

II. Disasters occurring upon the Pacific coast of the United States, including those occurring in adjacent waters, as in the first division.

III. Disasters occurring on the Great Lakes, embracing—

1. All casualties occurring on Lakes Superior, Michigan, Huron, St. Clair, Erie, and Ontario, reported by officers of the customs, whether in waters under the jurisdiction of the United States or of Great Britain.

2. All casualties occurring in rivers, straits, etc., connecting the several lakes named.

3. All casualties occurring in the harbors of any of said lakes, or in or near the mouths of rivers emptying into them, within the United States.

IV. Disasters occurring in rivers within the United States, embracing all rivers except those referred to in the foregoing division.

V. Disasters occurring to American shipping at sea and in foreign waters.

The disasters embraced in the foregoing divisions are classified as follows:

1. *Foundering*s.—Embracing foundering caused by the leaking or capsizing of vessels but not those resulting from collision, stranding, or striking sunken wrecks, piers, snags, or ice.

2. *Strandings*.—Embracing disasters caused by running aground, striking rocks, reefs, bars, or other natural objects, although the vessels may have sunk as a result of such casualties.

3. *Collisions*.—Embracing all collisions between vessels only.

4. *Other causes*.—Embracing disasters caused by various agencies, such as: Fire, irrespective of results; scuttling or any other intentional damage to vessel; collision with ice, although vessel may be sunk thereby; striking submerged wrecks, anchors, buoys, piers, or bridges; leakage (except when vessel foundered or went ashore for safety); loss of masts, sails, boats, or any other portion of vessel's equipment; capsizing, when vessel did not sink; damage to machinery; fouling of anchors; damage by lightning; explosions; breaking of wheels; also water-logged vessels.

*Summary of wrecks and other marine casualties occurring in United States waters and to American vessels at sea and in foreign waters during the fiscal year ended June 30, 1920.*

[Collected and compiled in accordance with acts of June 20, 1874, and June 18, 1878.]

	Number of vessels involved.	Tonnage.	Vessels totally lost.	Tonnage.	Value of property involved.		Value of property lost.		Persons on board.		Lives lost.	
					Vessels.	Cargoes.	Vessels.	Cargoes.	Passen- gers.	Crews.	Passen- gers.	Crews.
Atlantic and Gulf coasts.												
Foundering.....	30	17,198	30	17,198	\$2,838,725	\$556,745	\$2,838,725	\$556,745	5	290	.....	115
Strandings.....	39	222,369	42	22,498	50,972,035	15,275,550	6,786,650	1,649,260	1,097	2,732	.....	11
Collisions.....	139	290,564	11	4,628	66,429,035	9,439,510	1,853,415	1,148,095	1,854	3,271	5	5
Other causes.....	137	180,144	24	17,272	40,961,235	10,753,305	4,737,965	1,539,670	1,302	2,016	7	10
Total.....	345	710,305	107	61,596	161,201,050	36,025,110	16,216,755	3,893,770	4,858	8,299	12	141
Aggregate.....					\$197,226,160		\$20,110,525		13,157		153	
Pacific coast.												
Foundering.....	6	365	6	365	73,625	4,300	73,625	4,300	.....	37	.....	5
Strandings.....	38	30,985	17	6,745	8,845,500	898,055	1,954,585	97,875	82	561	.....	40
Collisions.....	20	26,109	.....	.....	6,885,000	1,798,800	153,160	7,260	1,311	429	.....	.....
Other causes.....	39	51,123	6	2,092	9,177,870	3,049,285	332,880	49,785	2,242	847	.....	.....
Total.....	103	108,582	29	9,202	24,991,985	5,750,440	2,514,250	159,220	3,635	1,874	.....	45
Aggregate.....					\$30,742,435		\$2,673,470		5,509		45	
Great Lakes.												
Foundering.....	6	5,794	6	5,794	196,000	41,400	196,000	41,400	.....	62	.....	38
Strandings.....	35	121,745	6	4,425	11,919,450	1,965,740	725,745	354,625	242	985	.....	.....
Collisions.....	16	20,888	.....	.....	1,491,000	157,300	17,710	3,000	.....	131	.....	.....
Other causes.....	75	249,158	8	4,894	21,014,500	1,887,025	760,575	201,795	929	2,053	15	16
Total.....	132	397,585	20	15,113	34,620,950	4,051,465	1,700,030	600,820	1,171	3,231	15	54
Aggregate.....					\$38,672,415		\$2,300,850		4,402		69	
Rivers of the United States.												
Foundering.....	11	810	11	810	47,900	50,975	47,900	375	.....	32	.....	2
Strandings.....	12	30,120	1	699	6,076,870	2,807,240	265,600	57,500	296	314	.....	.....
Collisions.....	37	68,767	1	185	15,107,100	803,600	701,665	40,200	53	725	.....	5
Other causes.....	45	40,267	31	4,805	8,600,480	3,553,595	1,155,315	63,325	260	915	.....	24
Total.....	105	139,964	44	6,499	29,832,350	7,015,410	2,170,480	161,400	609	1,986	.....	31
Aggregate.....					\$36,847,760		\$2,331,880		2,595		31	

Summary of wrecks and other marine casualties occurring in United States waters and to American vessels at sea and in foreign waters during the fiscal year ended June 30, 1920—Continued.

	Number of vessels involved.	Tonnage.	Vessels totally lost.	Tonnage.	Value of property involved.		Value of property lost.		Persons on board.		Lives lost.	
					Vessels.	Cargoes.	Vessels.	Cargoes.	Passen- gers.	Crews.	Passen- gers.	Crews.
<i>At sea and in foreign waters.</i>												
Founderings.....	35	41,063	35	41,063	8,361,400	1,046,990	8,361,400	1,045,990	16	459	.....	190
Strandings.....	87	245,748	24	33,079	53,380,955	20,275,880	10,496,950	2,581,590	2,964	3,131	.....	49
Collisions.....	27	82,311	3	4,083	17,419,400	1,726,005	872,900	296,000	.....	770	.....	6
Other causes.....	161	577,502	23	43,886	140,225,405	49,538,200	12,622,715	8,903,665	1,246	6,350	.....	8
Total.....	310	946,629	85	122,121	219,387,160	72,587,075	32,353,965	12,797,245	4,226	10,710	.....	253
Aggregate.....					\$291,974,235		\$45,151,210		14,936		253	
Grand total.....	995	2,303,065	285	214,531	470,033,505	125,429,500	54,955,480	17,612,455	14,499	26,100	27	524
Grand aggregate.....					\$595,463,005		\$72,567,935		40,599		551	
<i>Summary by nature of casualty.</i>												
Founderings.....	88	65,235	88	65,235	11,517,650	1,700,410	11,517,650	1,648,810	21	870	.....	350
Strandings.....	211	650,997	90	67,446	131,194,810	41,222,467	20,229,530	4,729,850	5,281	7,723	.....	100
Collisions.....	239	488,639	15	8,901	107,341,535	13,725,215	3,598,850	484,555	3,218	5,326	5	16
Other causes.....	457	1,098,194	92	72,949	219,979,510	68,781,408	19,609,450	10,758,238	5,979	12,181	22	58
Total.....	995	2,303,065	285	214,531	470,033,505	125,429,500	54,955,480	17,612,455	14,499	26,100	27	524
Aggregate.....					\$595,463,005		\$72,567,935		40,599		551	



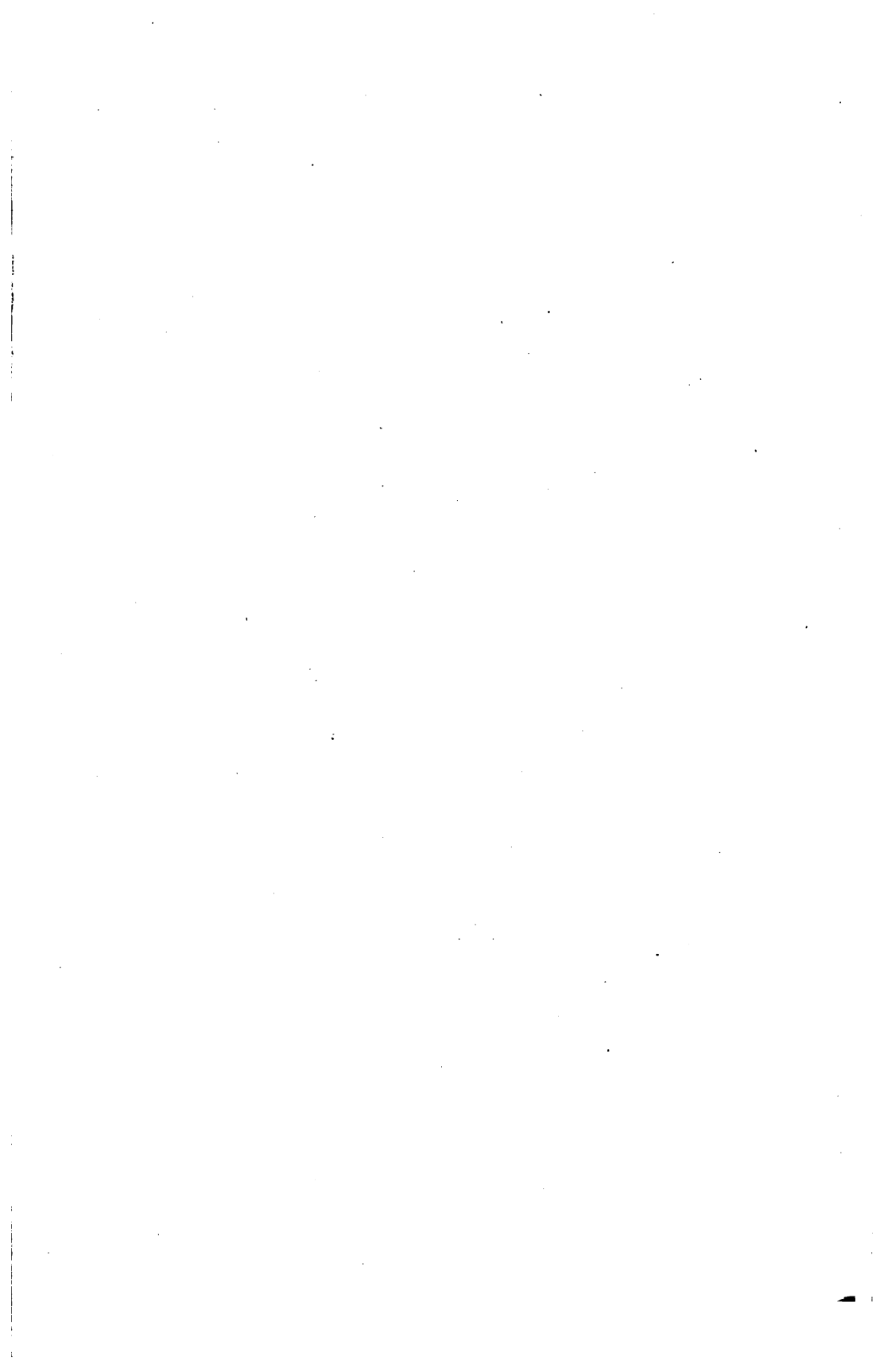


PLATE IX.



THE BEACH PATROL.

In addition to the above strandings, 22 cases of strandings occurred on the Great Lakes, with no resultant loss to either vessels or cargoes.

Aside from the loss of life shown in the above tabulation, the following loss of life among crews occurred on vessels suffering no casualty: Atlantic and Gulf coasts, 19; Pacific coast, 12 (also 2 passengers); Great Lakes, 5; rivers of the United States, 24; at sea and in foreign waters, 33; total, 93.

Four vessels met with casualty in the Panama Canal Zone. Their combined tonnage was 21,868; value of property involved, \$4,457,585; loss, \$119,860; members of crews, 198.

Serious injury to members of crews was reported as follows: Atlantic and Gulf coasts, 1; Pacific coast, 1; Great Lakes, 7; rivers of the United States, 1; total, 10.

## CHARACTERISTIC LETTERS RECEIVED ACKNOWLEDGING THE SERVICES OF THE COAST GUARD, 1920.

---

From: A. P. Stackwell, Aberdeen, Wash.  
To: The Commandant.

We desire to express our appreciation of the assistance rendered us by Capt. O. C. Hawthorne, of Coast Guard Station No. 307, for his valuable services in the way of running lines through the surf last summer, when we were attempting to salvage the schooner *Janet Carruthers*, which was wrecked on the Pacific coast, just north of the entrance to Grays Harbor. He is fearless, and uses the best judgment in work of this kind for the safety of his crew and the men we had working in connection with this operation, and we feel that his efforts in our behalf should be reported to you.

---

From: E. W. Baum and Hettie M. Baum, Kitty Hawk, N. C.  
To: Superintendent Seventh Coast Guard District.

On August 5, 1919, our 11-year-old boy, Orville Lee Baum, was rowing in our little rowboat alone, and fell overboard in about 6 feet of water and about 400 yards offshore. He came up beneath the boat, causing him to swallow some water and also frightening him. The second time he came to the surface he called for help. Fortunately he was heard by two or three persons, among whom was Keeper R. L. Wescott, of Coast Guard Station No. 172.

I, the boy's father, with Keeper Wescott, lost no time in securing another boat and going to the rescue. By the time we were under way Orville had given up, and would have sunk but for the air in his clothing. This held him close enough to the surface for us to find him. When we got him he showed no signs of life, having been in the water three or four minutes.

Keeper Wescott proceeded immediately with the resuscitation drill of freeing him of water and starting respiration. For no less than one hour Keeper Wescott worked alone, becoming almost exhausted. Finally Mr. D. Beacham, a member of his crew, arrived and continued the work just as efficiently for about 30 minutes, restoring him to life.

The method of resuscitation used by the Coast Guard is as nearly perfect as can possibly be.

We know no words adequate to express our thanks to the Coast Guard and to the keeper and crew of Station 172, and we will always feel that we owe the service an obligation that can not be paid.

---

From: Mrs. Myra Peterson Brooks, Aransas Pass, Tex.  
To: Admiral McGowan, United States Navy.

I have always heard my father (Dr. John M. Edgar) say that Samuel McGowan was the only officer in Washington who could get anything done, so I am writing you and wondering if you would help in promoting a life guard at Fort Aransas, Tex., who surely deserves it.

Life guards are supposed to be brave, but those at Fort Aransas, during the hurricane of September 14, 1919, and for days afterwards, were the bravest men I have ever heard of.

There were 600 of us on the island, and our houses, everything, were completely swept away, and if it had not been for these few men and their miraculous work we, too, would have gone. From the night of the 13th, until the 17th

when we were all safe in Aransas Pass, they worked like madmen, night and day, without sleep, and scarcely a thing to eat.

Especially am I writing of Keeper Dierlam and one Dan Allister. The latter has been in the life guards for 21 consecutive years, is 40 years old, and married. I know he very much wants to be promoted. Do you think this might be accomplished? I truly hope so.

---

From: Superintendent Second Lighthouse District, Boston, Mass.

To: Boatswain (L) Edward E. Lombard, Station No. 50.

Information has been received from the keeper that you and part of the crew of Coast Guard Station No. 50 rendered him needed assistance in towing Sow and Pigs bell buoy, which was adrift, to a safe place.

The superintendent desires to express his appreciation of the services rendered, and requests that his appreciation be brought to the notice of the assisting crew.

---

From: The Secretary of Commerce.

To: The Commandant.

Permit me to express my appreciation of the service which the United States Coast Guard has rendered to the United States Coast and Geodetic Survey in sending one of its vessels to the relief of the steamer *Sialta*<sup>1</sup> and in towing that vessel to Nassau.

---

From: Capt. Hugh O'Hagan, master, steamer *H. E. Runnels*.

To: The Secretary of the Treasury.

The steamer *H. E. Runnels*, of which I was master, was wrecked November 14 on the shore of Great Marais, Lake Superior, in a northwest gale and snow-storm.

The crew of aforesaid steamer were saved through the heroism of Capt. G. R. O'Connor and J. O. Anderson, the former, of the United States sub chaser No. 438; the latter, keeper of the old Chicago Coast Guard station.

The keeper of the Grand Marias station was absent at the time of the wreck. Capt. O'Connor and Keeper Anderson took charge. Keeper Anderson made four trips between wreck and shore with surfboat, with a crew of volunteer fishermen and men from the subchaser. Capt. O'Connor attended to the rescued men as they came ashore.

---

From: Capt. James McKenna, master schooner *Falketind*.

To: The Commandant.

I beg to return my sincere thanks to the captain of the Coast Guard cutter *Acushnet* for the prompt and great service he rendered my ship November 16, 1919, in towing her into Boston Harbor, with sails and rudder gone and 5 feet of water in her hold.

---

From: J. B. Byrd, chief radio operator S. S. *Grecian*.

To: Keeper Coast Guard Station No. 186.

I have just returned from Cuba and am in receipt of a letter from my wife, who was on the schooner *Cathleen* that you and your crew rendered assistance to on or about the 29th of November.

I wish to extend to you and your crew my utmost thanks for the assistance rendered my wife and baby, for had you not gone to their aid when you did they would have suffered from cold and hunger, as there were no accommodations on the boat for them.

---

From: The Southern Transportation Co., Philadelphia, Pa.

To: Officer in Charge, Station No. 120.

In connection with the accident to our barge *Henlopen*, at Little Egg Harbor, we wish to thank you and your crew for your interest in the matter and assist-

---

<sup>1</sup> The *Sialta*, disabled at sea, was picked up by the cutter *Tuscarora* Oct. 15 and towed 627 miles to Key West.

ance rendered; also, for providing accommodations for Capt. Melvin, master of the barge, while she was being floated.

---

From: Mr. Lewis E. Burns, formerly master S. S. *West Totant*.  
To: The Commandant.

I have the honor to report that I was in command of the American steamship *West Totant* that stranded at Oregon Inlet, Bodie Island, on December 19, 1919, and I wish to express my appreciation of the services rendered by the crew of Coast Guard Station No. 176, with Keeper J. R. Emery in charge. This boat's crew arrived alongside immediately after the ship stranded, offering assistance and telegraphing for the cutter *Manning*. They also ran all lines from tugs to ship. The assistance rendered by the lifeboat helped to save the ship. It was performed under hard and dangerous conditions, and on one occasion I feared the lifeboat would be lost with all hands, because of the heavy breakers; but they apparently took it all in the day's work.

The services of Keeper Emery and his boat's crew, working under these difficult and dangerous conditions, are certainly appreciated by me.

---

From: The Lutchter & Moore Lumber Co., Orange, Tex.  
To: Superintendent Ninth Coast Guard District.

Permit us to thank you for your prompt response to Messrs. Lykes Bros. on our telephone request to them that you arrange a search for our schooner *Doane*. We were happy to advise you that the little vessel had been reported at the mouth of the Brazos River in good condition, excepting that she had run short of supplies. If at any time we can be of service to you do not hesitate to call on us.

---

From: The Board of Public Works, Louisville, Ky.  
To: Keeper William Preston, Coast Guard Station No. 176.

The board wishes to express to you and to your men its sincere appreciation of your efforts in saving our municipal boathouse several days ago. If at any time this board can be of service to you, kindly command us.

---

From: Mr. L. D. Potter, 17 Whitehall Street, New York, N. Y.  
To: The Commandant.

I want to express to you my thanks for the service rendered January 19 to 23 to the steamer *Karlanna*, ashore on Turtle Gut Bar, N. J., by Keepers Springer and Smith, of Coast Guard Stations Nos. 134 and 135. Their aid was most efficient and timely—running anchors and rescuing myself and crew.

I spent a week at Station No. 134, and I can truly say that the men and discipline are up to a high standard under Keeper Smith's guidance and drilling.

---

From: The Superintendent United States Coast Survey.  
To: The Commandant.

Permit me to express my appreciation of the prompt and efficient service performed by the Coast Guard cutter *Yamacraw* in going to the relief of the Coast and Geodetic Survey steamer *Isis*.

The commanding officer of the *Isis* informs me that the captain of the *Yamacraw* did everything in his power to assist him on this occasion and stood by him as long as he thought the cutter could render any assistance.

---

From: O. W. Griswold, Lieutenant colonel, United States Army, Halifax, Nova Scotia.

To: The Secretary of the Treasury.

As the representative of the transportation service at Halifax, I desire to make of record the splendid service rendered the disabled U. S. A. T. *Powhatan* by the cutter *Ossipee*.

It is not only a pleasure but a duty to bring to your attention the splendid cooperation and aid afforded the *Powhatan* by Capt. T. G. Crapster, who stood by in the severest weather for a week and in the end played a most conspicuous part in towing the vessel in safety to this port on January 27, 1920.

The splendid reputation for efficiency, always characteristic of the Coast Guard, has been rigidly upheld on this occasion by the *Ossipee*.

I desire especially to express my appreciation of the officers and members of the crew. This letter is unsolicited and is written without the knowledge of Capt. Crapster and his officers.

The foregoing letter is forwarded by G. F. Downey, colonel, Quartermaster Corps, with comment as follows:

"The reputation of the United States Coast Guard is too generally recognized for eulogy by this office. The courteous and prompt action taken by all officers of this service on requests made to them on the above occasion was most gratifying. The dispatch of one of these vessels, only a few hours in port, showed the splendid spirit and efficiency of the personnel of the Coast Guard. This office wishes to add to the letter of Lieut. Griswold the appreciation of all officers of the transport service at this port for the splendid service rendered by the Coast Guard."

---

From: Brig. Gen. Frank T. Hines, United States Army, Chief of Transportation Service, War Department.  
To: The Commandant.

Now that the *Powhatan*<sup>1</sup> is safe at Halifax, I desire to express to you the appreciation of the department for the assistance rendered by your office and the officers and crews of the cutters *Acushnet*, *Ossipee*, and *Gresham*, and I will appreciate greatly if you will convey this message to the commanding officers of those vessels.

---

From: T. H. Carruthers, master, schooner barge *George R. Skolfield*.  
To: The Commandant.

In behalf of myself and crew I wish to express my thanks for the highly efficient Coast Guard service in rescuing us with the breeches buoy from my vessel, stranded at Sea Isle City, N. J., on February 5 in a gale.

Keeper W. C. Holmes and crew of Station 129 deserve great credit for the efficient manner in getting to us and the good work they did after arriving.

---

From: Mr. B. G. Crisp, Manteo, N. C.  
To: The Commandant.

-I wish to express appreciation of valuable service rendered by Mr. J. Midgett, surfman No. 3, of Coast Guard Station No. 183, on February 5 in extinguishing a fire in my residence at Manteo.

Mr. Midgett had come to Manteo to bring a sick woman for medical attention and was in the vicinity of my home when the fire started. He at once went to the scene and prevented what would have been a serious loss to me. It is especially noteworthy that he did not become excited and damage property in attempting to save it. He was cool and intelligent in his action and manifested rare skill and judgment, handling the situation in such manner that the fire was extinguished with but slight damage.

As I was away and my wife was without other assistance at first and was naturally excited, it is probable that the fire would soon have been beyond control but for the efforts of Mr. Midgett.

---

From: The Mayor and City Council of Ocean City, Md.  
To: Keeper and crew of Coast Guard Station No. 146.

The mayor and city council of Ocean City, Md., hereby extend to Keeper W. I. Purnell and the members of the Coast Guard station at Ocean City, Md., their sincere thanks for efficient aid rendered during the severe storm of Feb-

---

<sup>1</sup> The *Powhatan*, seriously disabled at sea, was conveyed and towed by the *Acushnet*, *Ossipee*, *Gresham*, and the steamers *Relief* and *Lady Laurier*, 280 miles to Halifax. Vessel and cargo was valued at nearly \$5,000,000.

ruary 4 and 5, 1920, and the clerk of the council is directed to spread a copy of this resolution upon the minutes of the council and to forward a copy to the Superintendent of the Coast Guard Service at Washington, D. C.

---

From: General Manager, National Shipping Corporation, New York, N. Y.  
To: The Commandant.

We take great pleasure in directing to your attention our appreciation of the attitude of William E. Wood, keeper, Coast Guard Station No. 89, during the period from February 7 to 17, 1920, at which time the S. S. *Lakeville* was aground at Jones Inlet, Long Island.

Keeper Wood's conduct in standing by that vessel and in delivering stores during the nasty weather prevailing at that time renders us peculiarly in his debt, and owing to the restrictions imposed by the department concerning gifts I feel that the best expression of our appreciation is in directing the department's attention to the ability of Keeper Wood.

We trust that this inadequate testimonial may be placed with Keeper Wood's record and used when he next appears for promotion.

---

From: New England Fuel & Transportation Co., Boston, Mass.  
To: Division commander New York Division, Coast Guard.

We wish to express to you our appreciation and thanks for the quick action and valued assistance rendered our S. S. *Malden* on February 14, 1920, by the Coast Guard cutter *Seneca*. We also wish to pay tribute to the high standard of seamanship displayed by the officers and crew of the *Seneca*.

---

From: Theodore Engelbach, M. D., Grand Isle, La.  
To: Superintendent Ninth Coast Guard District.

In behalf of the residents of Grand Isle and myself I wish to express to you appreciation of the efficiency of Keeper Jacob Hommeland and his men of Coast Guard Station No. 214 in serving as a fire-fighting corps on the occasion of the fire that occurred here on the night of February 26, 1920, and which destroyed the building (with contents) owned and occupied by Mr. John Ludwig as a dwelling, post office, and warehouse.

The prompt discovery of the fire and immediate alarm given by Surfman Arthur Rigand inspired the crew and citizens to quick and concerted action and thereby averted what otherwise would have been a very destructive conflagration. The wind was blowing briskly from north-northwest, and for a while it seemed inevitable that the fire would take in all the buildings in its path up the beach, including the various dwellings, the church, the Coast Guard station, and my residence.

By well-directed and unceasing efforts the fire was confined to the one building. Everyone here, especially those who are directly interested, feels a sense of gratefulness to have in our midst such a capable and attentive head of the Coast Guard crew as Keeper Hommeland, and it affords us much pleasure to let you know this.

---

From: T. B. Webster & Bro., Baltimore, Md.  
To: The Commandant.

We want to thank your department for the great service rendered by the Coast Guard cutter *Apache*, in command of Capt. J. M. Moore, in pulling five vessels off the shore in the Potomac River at Rock Point, Md., in the latter part of February.

We are greatly pleased with the services Capt. Moore rendered. He is a fine captain and discharged his duties to perfection.

---

From: Commanding officer steamship *Ozette*.  
To: Capt. John G. Berry, commanding Coast Guard cutter *Yamacraw*.

I wish to thank you for the assistance you have rendered in pulling the steamship *Ozette* off the bank of Savannah River on January 28, 1920. Without your aid we would have been sorely pressed for power and assistance.



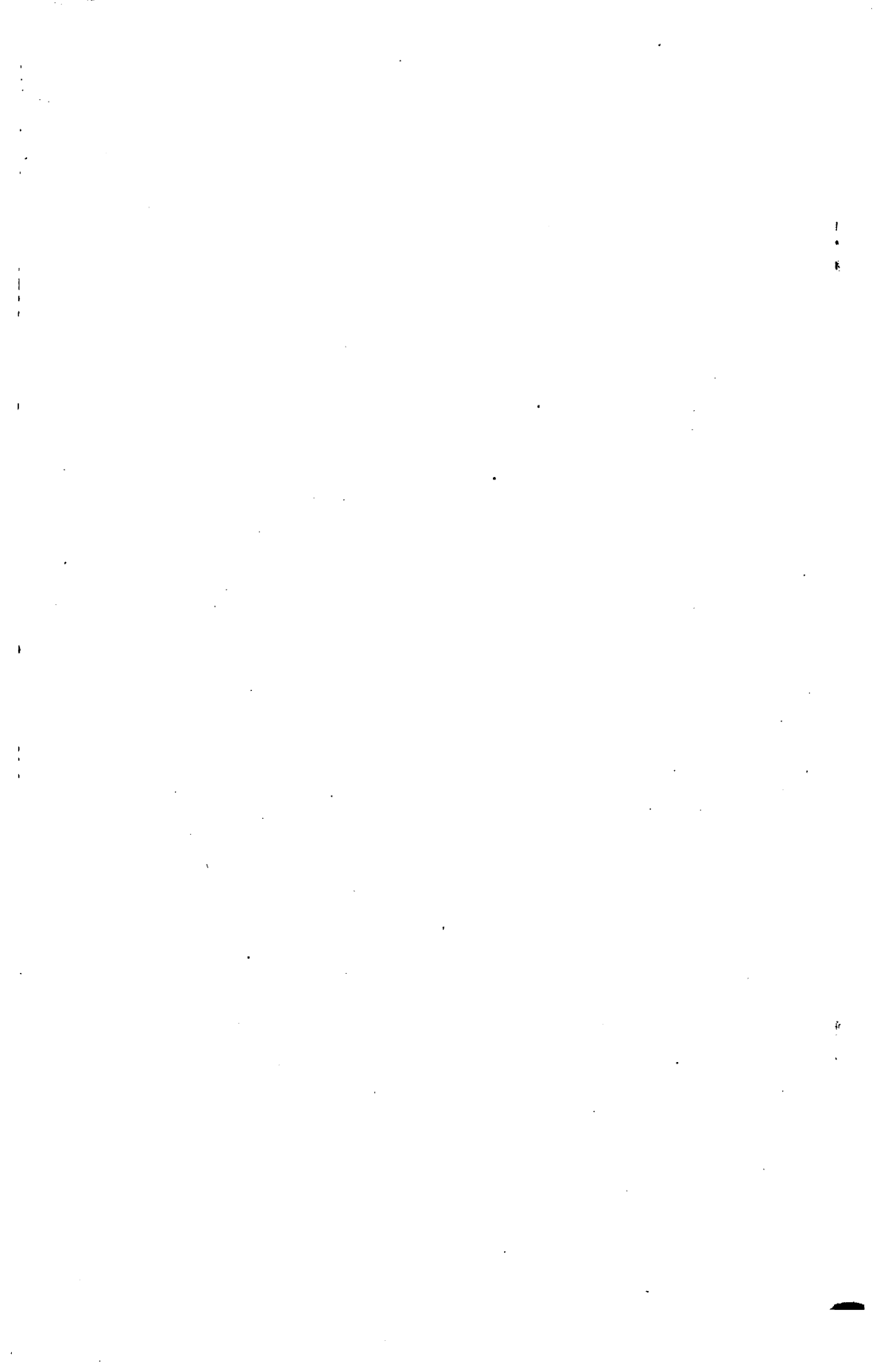
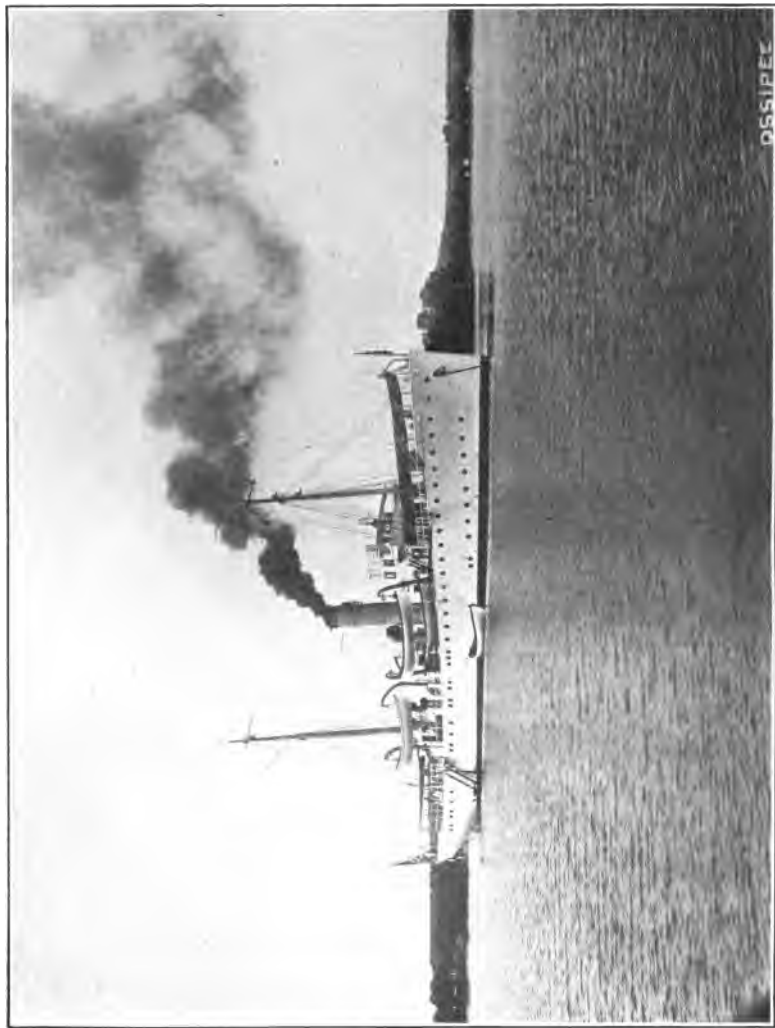


PLATE X.



COAST GUARD CUTTER "OSSIPEE."

Such service as this, rendered by the Coast Guard at all hours of the night, as the occasion may demand, shows the efficiency of the department.

---

From: H. L. Colbeth, general manager, United States Railroad Administration.  
To: The Commandant.

I take this occasion to express my unqualified appreciation of the valuable service recently rendered the Cape Cod Canal Co. by the Coast Guard cutter *Acushnet* in breaking ice and in towing vessels endangered by ice fields. This vessel proved a most efficient ice breaker, especially when handled by an officer of Commander Lauriet's keenness and ability, who cooperated with the canal management to the greatest possible extent.

---

From: M. M. Sorencen, master steamer *Fueloil*, Miami, Fla.  
To: The Commandant.

On my entering the above port February 29 my vessel took ground, and despite the efforts of two power boats remained aground. The s. c. No. 203, commanded by Gunner E. L. Larson, came to my assistance, and with a line from my port bow he successfully towed my vessel into deep water.

I wish to express my appreciation of the able manner in which Gunner Larson handled the situation, and wish to thank the Coast Guard for the service rendered.

---

From: W. E. Griffith, managing agent, Division of Operations, United States Shipping Board Emergency Fleet Corporation, Norfolk, Va.  
To: The Commandant.

This is to acquaint you with the ready response we get from our Coast Guard cutter *Manning*, stationed here. We have had a number of occasions to request her services this winter, and they have been invariably met with ready compliance. In regard to this we note a few of the occasions, viz, steamship *Coweta*, steamship *Western Ocean*, steamship *Calvares*, steamship *Kangi*, steamship *West Totant*, and tug *Traveler*.

In this connection we desire to note that the two tugs *Traveler* and *Explorer* broke away from the towing vessel while being towed up the coast, and, while the *Explorer* drifted on the beach and was lost, by reason of the prompt and skillful services of the *Manning* the *Traveler* was picked up and towed into Hampton Roads and thereby saved.

We take pleasure in presenting this report for your attention and record.

---

From: United States Shipping Board and Emergency Fleet Corporation.  
To: The Commandant.

We desire to express our appreciation of the services rendered our recently distressed steamer *Guilford* by the Coast Guard cutter *Acushnet*.

The good judgment and cooperation of the commanding officer of the *Acushnet* was the direct cause and immediate remedy in preventing the *Guilford* becoming a total loss; and resulting in that vessel being brought into safe anchorage when salvors were enabled to restore her seaworthiness at a minimum expense.

---

From: A. J. Nielsen, master steamer *Marsodak*.  
To: Keeper Station No. 141.

To whom it may concern:

When this steamer stranded at Rehoboth Beach March 4 the first aid we received came from Coast Guard Station No. 141, when Capt. Fred. G. Vogel appeared with his boat's crew despite the heavy surf running on the beach, and the inclemency of the weather. All the while we were stranded they stayed by the ship, the captain offering valuable suggestions, and the boat's crew rendering invaluable service by tending lines and escorting the tugboat to our assistance through the dense fog.

This experience has brought home to us the cheerful and efficient manner in which the Coast Guard renders aid in time of need.

---

From: A. J. Nielsen, master steamship *Marsodak*.  
To: The Commandant.

The first assistance to reach us when my ship grounded at Rehoboth Beach came from the Coast Guard. Keeper F. C. Vogel, of Station No. 141, and Keeper John S. Lynch, of Station No. 139, offered their services in the form of fully manned lifeboat and motor launch. They offered very valuable suggestions concerning the tides and other matters. Their crews made it possible for a tug, sent to our assistance, to reach us through the heavy fog. After leading the tug to us they ran lines out for us. Certainly, if it had not been for their services the tug could not have reached us that day, and if she could have reached us it is doubtful whether we could have put lines out. Plainly, their services were indispensable. It is hard to say what would have happened to us had we not had their assistance.

---

From: Mr. Robert A. Terry, New Bedford, Mass.  
To: The Commandant.

At the request of Capt. William Reicker, master of the schooner *Isaiah K. Stetson*, I am writing your department to express the heartfelt thanks of Capt. Reicker for the rescue of himself and Seaman Joseph C. Watkins, on March 14, 1920, from the vessel named, which was wrecked on Handkerchief Shoal.

Capt. Reicker informed me that Capt. Pine, of the *Acushnet*, performed a most heroic rescue at great risk. Capt. Reicker highly commends the crew of the *Acushnet* and your department, not only for the rescue, but also for the treatment accorded the schooner's crew from the time of the rescue until they arrived at New Bedford.

---

From: Mr. T. M. Warren, Galveston, Tex.  
To: Frank Reynolds, keeper Coast Guard Station No. 217.

This is to express my thanks for the prompt and efficient assistance rendered by yourself and crew Sunday morning, March 14, when my boat, the sloop *Mariner*, piled up on submerged wreckage in Galveston Bay.

---

From: Mr. Frank R. Stevens, Rowayton, Conn.  
To: The Commandant.

As master of the steamship *Lake Felden*, aground, loaded, on Cay Sal Banks, Bahamas, March 15, I wish to express my appreciation of the prompt answer of the *Tuscarora* to my call for assistance and the untiring efforts of her commanding officer and personnel in running lines from different positions and laying out bower anchor in an effort to pull us clear.

The *Tuscarora* was unable to clear us alone, and only left, after laying out a bower anchor, in order to obtain new towing gear.

---

From: Mr. C. B. Wheldon, Key West, Fla.  
To: Capt. Hiram Rex Searles, commanding the *Tuscarora*.

Allow me, on behalf of the United States Shipping Board and the underwriters on cargo of the steamship *Lake Felden*, to express their appreciation of the services rendered the above-named steamer while ashore on Cay Sal Bank, Bahamas, March 15. Permit me also to thank yourself and officers for the courtesies extended to me personally.

---

From Mr. Devereux Bacon, Savannah, Ga.  
To: The Commandant.

We take this opportunity of expressing our deep appreciation of the splendid service rendered by the Coast Guard cutter *Yamacraw* to the steamship *Vit-*

*torio Emmanuele III* in her difficulties off Tybee March 23. When the steamer first got into difficulty the *Yamacraw* unfortunately was undergoing repairs, but immediately upon our placing the matter before Capt. L. C. Mueller we were assured of his willingness to render every possible assistance. As soon as the necessary repairs to the *Yamacraw* were completed she proceeded to our steamer, and Capt. Jones, master of the *Vittorio Emmanuele III*, reports that every possible assistance was given him.

It has been a pleasure to deal with the officers of the *Yamacraw*, and we congratulate the service upon having among its personnel officers who show such a splendid spirit in rendering their very excellent service.

---

From: Mr. L. N. Littlehale, Rockland, Me.  
To: The Secretary of the Treasury.

I take this opportunity to thank you for the prompt action in response to my telegram sending the cutter *Acushnet* here, and I want to say to you she has performed a wonderful lot of work. She has kept the people on the island in touch with the mainland, has been the means of cutting channels for the transportation of goods along the coast from Rockland to Northeast Harbor, and has made it possible for the business interests of Rockland to move on.

If the captains of the Coast Guard are all like Capt. Lauriat, they are a wonderful bunch of men. I never appreciated what they could do before, but to my mind now they should be given the best support of Congress. Capt. Lauriat is a prince, a courteous, amiable, efficient gentleman.

---

From: Mr. L. N. Littlehale, president chamber of commerce, Rockland, Me.  
To: The Commandant.

I wish to express my deep appreciation of the service rendered to Rockland and vicinity by Capt. P. W. Lauriat, of the Coast Guard cutter *Acushnet*. I had no idea that the captain of one of the Government boats could be such a mighty nice fellow, anxious to serve, and approachable under all conditions. I simply fell in love with him, and all who had the pleasure of meeting him have the same opinion as I. If conditions warrant the assistance of the Coast Guard next winter I shall certainly ask for my friend, Capt. Lauriat.

---

From: Mr. Palmer J. Cooke, superintendent the Granby Consolidated Mining, Smelting & Power Co., Valdez, Alaska.

To: The Commandant.

I wish to express my appreciation, as well as that of the company I represent, to your department in general, and in particular to Capt. W. T. Stromberg, of the Coast Guard cutter *Algonquin*, for very timely and admirable service rendered this company on March 21, when he rammed an ice jam and saved our wharf from almost certain destruction, thereby saving the company at least \$25,000, as well as the delay of rebuilding.

As I did not get an opportunity to thank Capt. Stromberg in person, I am taking this method that you, as well as he, may know that his magnificent services were not unappreciated.

---

From: Mr. F. R. Brenneman, United States marshal, Valdez, Alaska.  
To: The Commandant.

I wish to write you in regard to the excellent service rendered by the Coast Guard cutter *Algonquin* on the 15th of March, and to commend those in charge for their timely assistance to this community in breaking up the ice in Valdez Bay and thereby saving many thousand dollars worth of property which otherwise would have been destroyed.

---

From: Mr. Anthony J. Dimond, mayor of Valdez, Alaska.  
To: The Commandant.

Permit me to express the thanks and deep appreciation of the citizens of the town of Valdez for the services recently rendered by the Coast Guard cutter *Algonquin*.

For the first time since the town was settled Valdez Bay, at the head of which the town is situated, was almost entirely covered with ice of a thickness of from 3 to 10 inches; as a consequence, traffic by any except the large ships was totally interrupted, and one ocean-going steamship, on the regular run between this port and Seattle, was obliged to turn back on account of ice conditions before reaching the town. Also, the ice threatened to destroy the wharves at the town and at other places on the bay, particularly at the Granby mine and at Fort Lisicum. The *Algonquin* came here, as I am informed, at the request of the commandant of Fort Lisicum, arrived March 17. She immediately proceeded to break up the ice and so thoroughly accomplished the job that yesterday morning, when a breeze sprang up, it was carried out by wind and tide, the cutter running back and forth through it and preventing jams. When the ice began to move it would undoubtedly have carried out the wharf of the Granby mine, and might have carried out the Fort Lisicum wharf had not the *Algonquin* been here to protect them. The people of this community, therefore, feel deeply indebted to the officers and men of the *Algonquin*, and to the Coast Guard, for the protection and aid thus given in so thorough and efficient a manner.

---

From: The Secretary of Commerce.

To: The Secretary of the Treasury.

I beg to inclose for your information a copy of a letter dated March 31, 1920, received by the Commissioner of Lighthouses from the superintendent of the seventeenth lighthouse district, Portland, Oreg., in regard to assistance rendered by employees of the Coast Guard in connection with the recovery of Grays Harbor's outside bar gas and whistling buoy, which went adrift on March 29, 1920, for which assistance I desire to express the thanks and appreciation of this department.

The letter mentioned by the Secretary of Commerce in the foregoing communication follows:

"From: The Superintendent Seventeenth Lighthouse District.

"To: The Commissioner of Lighthouses.

"The bureau is advised that the above buoy broke adrift about 11 a. m. on the 29th instant, and was discovered by the Coast Guard lookout, surfman No. 1, attached to the Grays Harbor Station No. 307, who immediately reported to Keeper Hawthorne, of his station. Keeper Hawthorne thereupon telephoned to Keeper Winbeck, of Willapa Bay Coast Guard Station No. 308, for assistance, and together the two lifeboats made fast to the buoy and held it from drifting ashore.

"The assistance rendered by the crews of the Coast Guard stations has been acknowledged. It is suggested that acknowledgment from the bureau of service rendered would be appreciated."

---

From: France & Canada Steamship Corporation.

To: The Secretary of the Treasury.

The corporation would appreciate your conveying to the Chief of the Coast Guard and the commanding officer and crew of the Coast Guard cutter *Acushnet* our sincere appreciation of their valuable cooperation and the promptness of action taken by them in the search for our steamer *William O'Brien*.

---

From: Mr. H. M. Course, Westport, Wash.

To: Superintendent Thirteenth Coast Guard District.

Recently Mrs. Course was quite sick; our nearest hospital and doctors are in Aberdeen; the road (25 miles) is in bad condition, making automobile travel very slow and rough. The Westport Coast Guard, under its chief, Mr. Hawthorne, with commendable kindness, promptness, and carefulness took Mrs. Course up in the Government power boat.

We greatly appreciate this help, rendered at considerable inconvenience to themselves, especially to Mr. Hawthorne and Mr. Bowers, and calling for extra work also from Mr. Persson, Mr. Olson, and the other men. It is right that you should know of their marked kindness and of our appreciation thereof. We can't repay Mr. Hawthorne and his men.

From: Hon. William C. Redfield, Secretary of Commerce.  
To: The Secretary of the Treasury.

This department desires to express its appreciation for the offer of assistance by the Coast Guard cutter *Mohawk* to Fire Island Light Vessel, which was recently damaged while on station as a result of collision with the steamship *Philadelphian*.

---

From: Capt. John W. Edwards and William E. Lee, Long Branch, N. J.  
To: The Commandant.

We are writing this in appreciation of the help which we received from Keeper Tooker and his men of station 92, at Rockaway Point, Long Island; also, of the help which we received there from Mr. J. D. Miller, repairman of motors of the United States Coast Guard.

During the storm of Thursday afternoon and night, because of engine trouble we were driven from a point 15 miles off Ambrose Lightship to 5 miles east of the station and had to anchor to keep off the bar.

The men from station 92 came to our rescue, towed us in, fed us, lodged us for the night, and supplied us with gasoline, and Mr. Miller repaired our engine in first-class shape.

---

From: The Munson Steamship Line, New York, N. Y.  
To: The commanding officer of the *Tuscarora*.

We wish to acknowledge our appreciation of service rendered to the steamer *Eastern King*, owned by the United States Shipping Board and managed and operated by this company, while this steamer was on fire off the port of Sagua, Cuba, April 6, 1920.

---

From: Monks, Goodwin & Shaw (Inc.), 80 Wall Street, New York, N. Y.  
To: The Secretary of the Treasury.

We understand that the Coast Guard comes under the jurisdiction of your department, and take this opportunity to write you in connection with the services rendered the steamship *Mystic*, of the Shawmut Steamship Co., by the Coast Guard cutter *Ossipee* when the *Mystic* was some 400 miles offshore in a disabled condition, the cutter being dispatched to her assistance in response to a wireless call on April 8, 1920.

The *Ossipee* arrived alongside the *Mystic* April 11 and took that vessel in tow for Boston. The master of the cutter displayed excellent seamanship while towing the *Mystic*, resulting in the safe arrival of the steamer at Boston after being towed 365 miles.

---

From: George C. Brown, master schooner *Edward R. Smith*.  
To: The commanding officer of the *Tuscarora*.

Permit me to express to you my heartfelt thanks for the very valuable service rendered by you and the officers and crew under your command in floating my vessel April 14 from its stranded position on the reef off Key West. I also beg to thank you for relieving us from our perilous position.

---

From: Capt. J. H. Crawford, yacht *Elfay*.  
To: Keeper of Coast Guard Station No. 188.

I am writing to you to thank you very kindly for the valuable service you rendered to the yacht *Elfay* April 23 when she was ashore and in distress near your station; also for your kindness in attending, housing, and feeding 20 of my crew and afterwards in supplying 9 of them transportation to New York.

I will always have a kindly feeling for the Coast Guard and the perilous duties they perform. Accept my hearty thanks for the many favors shown us.

From: Mr. Russel A. Alger, Detroit, Mich.

To: Capt. William J. Wheeler, United States Coast Guard, commanding the *Manning*.

I want to tell you how much I appreciate the service<sup>1</sup> you did me. It was simply marvelous, and of course saved my ship, the *Elfay*. Needless to say, I am more than ordinarily grateful. Not that I wish you any ill luck, such as being in a position similar to mine, but I do hope to repay you in some way for your fine help.

---

From: J. G. Tobey, Portsmouth, N. H.

To: Supt. S. R. Sands, first coast guard district.

I want to express to you my deep appreciation for the work of Keeper Charles A. Hand and his crew, who this morning saved me from a very uncomfortable position, if not from the loss of my life. The facts are as follows:

I was fishing in my wherry outside Little Harbor when the strong north-northwesterly wind made me drag anchor. I started for the harbor but was unable to make headway. Unable to get into the harbor, I started for Odiornes Point. I did not know whether I would reach there alive or not. But it appears that Keeper Hand had his glass upon me, and, knowing far better than I my real danger, came for me with his crew in his motor boat and brought me to the yacht club.

I can not too strongly praise Keeper Hand for his watchfulness, nor for his promptness in rescuing me, and for his courtesy in bringing me home.

---

From: Gorton-Pew Vessels Co., Gloucester, Mass.

To: The Commandant.

On April 28 our schooner *Norma* went ashore near Point Lookout, Long Island, and was a total loss. The captain and crew were all saved, arriving home in Gloucester a few days ago.

When Capt. Percy Firth, master of the schooner, handed in his report of the accident, he told us that the vessel went ashore near Coast Guard Station No. 89, in charge of William E. Wood. All of Capt. Firth's crew speak in the highest terms of this gentleman. He was very courteous to them, assisting them in every way possible until they were ready to start home. This is very much appreciated by our company, and it is very gratifying for us to get this report from Capt. Wood. We think you will be glad to know this, and we want to congratulate you on having such a fine man in charge of your station at Freeport.

---

From: Mr. John A. Wilbur, Ocean Beach-Fire Island Co., New York, N. Y.

To: Edward W. Baker, keeper Station No. 83.

I desire to thank you and the men in your station for the splendid work done at the hotel fire on May 6. It was remarkable that you were able to save the hotel annex and casino.

---

From: Mr. Joseph Stretch, postmaster, Ocean Beach, N. Y.

To: The Commandant.

I take great pleasure in calling your attention to the prompt and valuable aid of the crews of Coast Guard Stations Nos. 82 and 83 (at Fire Island and Point o' Woods) in saving adjoining property when the New Surf Hotel burned down on the 6th of May. I feel sure that other buildings, including stores and post office, would have gone but for their good work.

Please accept my congratulations for having such men in the service.

---

From: W. H. Moore, late master of schooner *Emma M. Robinson*.

To: Superintendent eighth Coast Guard district.

On the morning of May 16, at 2 o'clock, my vessel was waterlogged and stranded on the beach 2½ miles north of Coast Guard Station No. 207. On

---

<sup>1</sup> The *Elfay* stranded April 23, 1920, near Ocracoke Inlet. She was floated by the *Manning* and Stations Nos. 187 and 188.



behalf of myself and crew I wish to thank the Coast Guard, and especially those in charge of refuge station No. 207, for the humane treatment we received in our distress.

---

From: The common council, Nome, Alaska.  
To: Keeper Station No. 305.

In appreciation of the valuable services rendered the city of Nome by the Coast Guard, the common council, at its regular meeting on Monday, May 17, passed unanimously the following resolution:

"Whereas Capt. Thomas A. Ross, of the United States Coast Guard, together with members of the Coast Guard under him, have during the past year voluntarily and without compensation rendered great service to the fire department of Nome by answering all calls and fire alarms and assisting the fire department in the fighting of fires, thereby engendering a sense of security to the people of Nome: Now, therefore, be it

"Resolved by the common council, That we do hereby express to the said Capt. Thomas A. Ross our great appreciation of such services so rendered by him and the Coast Guard."

E. L. HOLT, Mayor.

---

From: Mr. William Swayne, master schooner *Thomas B. Cator*, Fort Pierce, Fla.  
To: Keeper Station No. 206.

I wish to extend my utmost appreciation of your most distinguished and courteous treatment of the crew of the auxiliary schooner *Thomas B. Cator*<sup>1</sup> during our pleasant sojourn at your station May 16-21. It will remain in our memories as a monument to the efficiency, disinterestedness, and courtesy of the service which you have the honor to represent.

---

From: C. F. Marvin, Chief Weather Bureau, Department of Agriculture.  
To: The Commandant.

I desire to express my appreciation of the cooperation extended the Weather Bureau by the Coast Guard in directing that assistance be rendered by the employees of the stations at Point Judith, R. I., and Sandy Point, Block Island, upon the occasion of repair of the Weather Bureau Matunuck Beach-Block Island cable on June 15 and 16.

The efficient help given by the crews of both stations, and especially by Mr. Bilz, of Wakefield, who spliced the cable, contributed materially to the successful completion of the work.

---

From: Mr. John Bartram Kelley, 19 Sixth Avenue, New York, N. Y.  
To: The Commandant.

Owing to the efficiency of Station 150 (Assateague Island), I am privileged to write to you from the cabin of my schooner—the yacht *Diabliesse*—this evening.

On the 16th of this month (June), at 1 o'clock in the morning, my boat stranded on Fishers Point. She was driven well up on the beach by the breakers, and it seemed incredible at that time that she could be taken off before she would break up. My wife and another lady were aboard the yacht, and the situation was neither safe nor pleasant. In answer to my distress signals Capt. Richardson came alongside, and from that moment things took a turn for the better. He got my crew ashore, and extended to us all a hospitality which has decided us to drop into Assateague Inlet on our next cruise south. He got out a stern anchor, which kept the schooner from going farther up the beach, and he never ceased in his efforts to enlist power craft to get lines on us until he had enough of them to be reasonably sure we would get off the beach. Not satisfied with this, he stood by himself, and when it looked as though she was on too hard he took hold with the three boats already towing and launched our boat.

---

<sup>1</sup> The *Thomas B. Cator* was blown ashore near Station No. 206 in a storm. The station crew saved some of her equipment and succored her crew of four men for several days.

I have done considerable cruising, but never before have I been called upon to use your department, with the result that I had never thought much about it. The example of ability in action, generosity in effort, and personal courtesy which was shown by the life guard station at Assateague has been an edifying incident in my cruising experience, and I wish to congratulate you upon the efficiency of your department, which permits me to congratulate myself upon the possession of a little ship, which I would have lost but for that efficiency.

---

From: Mr. A. B. Dickerson, Newark, N. J.

To: The Commandant.

It is the writer's wish that you commend and thank Mr. Thomas L. Beer and crew, at Station No. 112 (Seaside Park, N. J.), for very prompt and efficient services performed June 19 when my power boat was swamped by a wave which filled us from the stern.

My companion, Mr. F. R. Davis, and I started for the shore in shoal water, and he became unconscious. I carried him through the surf to the beach, and Mr. Beer and his crew supplied every assistance humanly possible, working over Mr. Davis, but he failed to revive after three hours. The coroner's verdict was heart exhaustion from exposure.

We were about half a mile from shore and about 2½ miles from Station No. 112 when the accident occurred, and considering the distance Mr. Beer and his crew covered, their aid was very prompt indeed. Will you kindly commend these men?

---

From: Capt. Abner B. Neves, master British schooner *Eva A. Danenhower*.

To: Superintendent Second Coast Guard District.

I wish to commend C. J. Sullivan, in charge of Station No. 31, for the prompt and efficient service rendered me in coming to my vessel in such a terrible gale on June 18. I didn't think his boat could live in such a storm, but it did, and my life, with the lives of my crew, was saved by his careful judgment. I appreciate also the treatment received at the station in my hour of need.

I shall always have the very warmest feeling for the Coast Guard and its men, who are always so willing to perform their duty under all conditions.

---

From: Charles T. White & Son (Ltd.), Sussex, New Brunswick.

To: The Commandant.

On the 16th of June our schooner *Eva A. Danenhower* anchored at the Massachusetts Bay entrance to Cape Cod Canal, but the captain was told that he could not get a towboat until the 18th. In the meantime, a gale sprang up and the vessel got into difficulties, and finally the captain had to abandon ship.

Now, we wish to draw your attention to the very gallant manner in which the officer in charge of Coast Guard Station No. 31 and his men took off the captain and his crew. The work was done under great difficulties, the vessel being swept from stem to stern. Twenty minutes after she was abandoned her last anchor chain parted and she was piled up on the beach.

Courageous work like this speaks well for the United States Coast Guard, and we, together with the captain and crew of the *Eva A. Danenhower*, appreciate their splendid rescue very highly.

---

From: Naggle & Wigmore, agents schooner *Eva A. Danenhower*, St. John, New Brunswick.

To: The Commandant.

We wish to take this opportunity of conveying to you our great appreciation of the heroic action of Mr. C. J. Sullivan, in charge of Coast Guard Boathouse No. 31, Cape Cod Canal, Sandwich, Mass., and his crew, in saving the lives of the crew of the St. John schooner *Eva A. Danenhower* on the morning of June 18, 1920, when this vessel was wrecked at Sagamore Beach, on the north side of Cape Cod Canal.

I have just returned from Sandwich, where I learned from members of the schooner's crew and the residents of that locality of the great peril Mr. Sullivan

and his men underwent to effect the rescue. My informants did not think it could be accomplished on account of the terrific storm raging.

Mr. Sullivan was untiring in his efforts to provide every comfort for the shipwrecked men during their stay at his station, and we assure you that we can not express our appreciation of his heroism and courtesy. It is a great satisfaction to know of the commendable, self-sacrificing work carried on in this service by our great neighbor to the south.

---

From: Superintendent of lighthouses, San Francisco, Calif.  
To: Officer in charge Station No. 318.

This office desires to express its appreciation of the services rendered by you on June 20 in recovering and returning to the lighthouse keeper the spar buoy which went adrift on that date.

---

From: C. F. Granville, master British schooner *C. Maud Gaskill*.  
To: The Commandant.

I wish to take advantage of this opportunity to express my appreciation of assistance given by the keeper of Coast Guard Station No. 44 on June 28 while my vessel, the schooner *C. Maud Gaskill*, was aground on Shovelful Shoal.

The keeper of Station No. 44 rendered every assistance within his power, floating our vessel and piloting her through a narrow channel to safety.

---

From: Capt. Fred Warner, master steamer *Victoria*, Seattle, Wash.  
To: The Commandant.

I desire to express my hearty appreciation of the very valuable service rendered by Keeper Thomas A. Ross and crew of Coast Guard Station No. 305. Arriving at Nome, Alaska, on June 30, 1920, Keeper Ross and his crew, unsolicited, hauled a dory from the beach across the pack ice to the edge of the shore pack, and Keeper Ross came aboard my vessel and furnished me valuable information as to the ice conditions. As it was impossible for me to anchor, it became necessary to breast the *Victoria* in alongside the shore ice pack so the passengers, numbering about 375, could go ashore across the ice.

To assure the passengers that all was safe, I requested Keeper Ross to remain alongside until all danger had passed. His presence assisted materially in getting the passengers off, as they, seeing the Coast Guard crew at hand with boat and equipment, felt that all was safe.

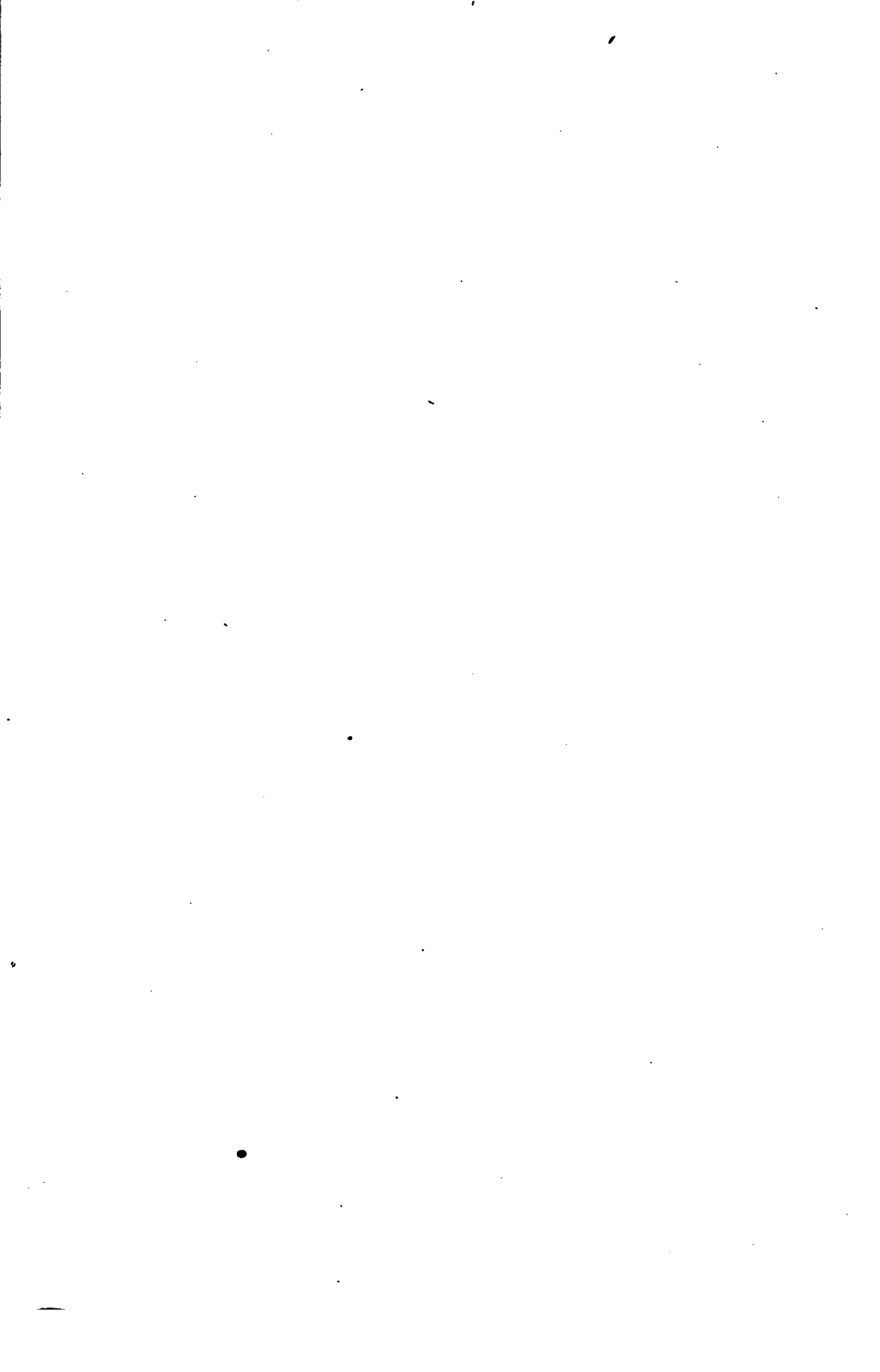


PLATE XI.



COAST GUARD CUTTER "UNALGA."



# REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

## LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,  
*Boston, Mass., October 12, 1917.*  
CAPTAIN COMMANDANT UNITED STATES COAST GUARD,  
*Washington, D. C.*

Subject: Report of Board on Life-Saving Appliances.

SIR: Transmitted herewith is the report of the proceedings of the Board on Life-Saving Appliances at its meeting held in Boston, Mass., October 9 to 12, 1917, together with the papers referred to it for consideration.

Respectfully,

(Signed) S. I. KIMBALL,  
*President Board on Life-Saving Appliances.*

## I. PREAMBLE.

As requested by the Captain Commandant of the Coast Guard and pursuant to the call of the president, the Board on Life-Saving Appliances met in room 132, Post Office Building, Boston, Mass., at 10 o'clock a. m. October 9, 1917, for the examination of plans, devices, and inventions referred by Headquarters for consideration.

Present: General Supt. S. I. Kimball, United States Coast Guard, retired, president; Dr. S. W. Stratton, Director of the Bureau of Standards, Department of Commerce; Col. D. A. Lyle, United States Army, retired; District Supt. E. E. Chapman, United States Coast Guard; Capt. H. H. Wolf, United States Coast Guard; Constructor J. Q. Walton, United States Coast Guard; District Supt. George W. Bowley, United States Coast Guard, recorder.

## II. DOCKET.

### CLASS I.—*Wreck ordinance.*

1. Luminous shot line (J. H. Bowers).

### CLASS II.—*Boats and miscellaneous appliances.*

1. Collapsible life-saving raft (W. C. Walters).
2. Device for launching boats in rough sea (John E. Willis).
3. Windon boat releasing gear (Monarch Valve Co.).
4. Improved boat tiller (C. Brelland).
5. Combination drogue and oil bag (Andre Fourchy).
6. Self-releasing block (Charles E. Wicks).
7. Neptune life-saving and swimming jacket (American Life Buoy Co.).
8. Combined mattress and life preserver (William E. Billings).

9. Luminous life belt (A. M. McGiff).
10. Ever-warm safety suit (International Life Suit Corporation).
11. Transformable stretcher carrier (Cornelia J. Chadwick).

### III. COMMITTEES.

All subjects were considered by the entire board as a committee of the whole.

### IV. PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to appear before the board to explain the construction of their devices and to set forth the merits claimed for them.

### V. TESTS.

The ever-warm safety suit (item No. 10 on the docket) and the transformable stretcher-carrier (item No. 11 on the docket) were given practical tests in the presence of the board on the afternoon of October 10, 1917, by the crew of Coast Guard Station No. 25.

### VI. RESULTS, OPINIONS, AND RECOMMENDATIONS.

#### CLASS I.—*Wreck ordnance.*

##### 1. LUMINOUS SHOT LINE (J. H. BOWERS).

*Results.*—No examination could be made with the small amount of line at the disposal of the committee.

*Opinion.*—Since the action of the line depends upon the action of some phosphorescent material, this material should be subjected to laboratory test as to its durability, effective luminosity, and possible injury to line.

*Recommendation.*—It is recommended that the sample of line be referred to the Bureau of Standards for examination as to the above points; and it is further recommended that, if found satisfactory, a line so treated be submitted to some Coast Guard station for practical test.

#### CLASS II.—*Boats and miscellaneous appliances.*

##### 1. COLLAPSIBLE LIFE-SAVING RAFT (W. C. WALTERS).

*Results.*—Submitted by crude pencil sketch and unintelligible description in pencil, under date of February 2, 1917. Inventor notified of date of meeting by captain commandant by letter of September 25, 1917; letter returned as uncalled for.

*Opinion.*—The board is of the opinion that this device is not adapted to the needs of the Coast Guard, and the subject is therefore dropped from the docket.

##### 2. DEVICE FOR LAUNCHING BOATS IN ROUGH SEA (JOHN E. WILLIS).

*Results.*—This device consists of a solid vertical shaft 16 feet long and 10 inches in diameter, "made of any strong and durable material," passing through a cement block 4 feet square, embedded in the beach. The shaft extends below the cement block 5 feet into the sand. Two wire-rope stays 20 feet long, one-half inch in diameter, and fastened to eyebolts in cement blocks placed to the rear or landward side of the vertical shaft are used to brace this shaft. The inventor suggests that there should be "at least three" of these shafts located on high-water mark and placed "about 100 yards apart." A second shaft of galvanized iron pipe, "about 5 inches in diameter," is designed to be placed offshore beyond the "breakers," sunk "at least 7 feet into the bottom" and incased in a cement block 10 inches square, extending "about 18 inches above the water." This shaft is braced on the seaward side by three wire cables attached to fluke anchors (weights not given). A cable is permanently attached to this second shaft, and the shore end is carried to one of the three shafts on shore—the one most nearly coincident with the direction of the wind. A pulley block is permanently attached to the seaward shaft. A whip line equipped with a traveling block running on the cable serves to pull



the boat out through the breakers. Many practical details are not stated by the inventor. The approximated cost of the device is given at \$500.

For this device to be of practical utility at Coast Guard stations the coast would have to be studded with shore shafts, since the three shafts provided for in the inventor's scheme would only cover about 300 yards in the vicinity of the installation. The scheme would be expensive and impractical.

*Opinion.*—The board is of the opinion that this device is not adapted to the needs of the Coast Guard.

### 3. WINDON BOAT RELEASING GEAR (MONARCH VALVE CO.).

*Results.*—This device was considered by the board at its meeting of September 25, 1916, and carried over as unfinished business, with the recommendation that the manufacturers be given an opportunity to install it upon a lifeboat of a seagoing cutter. In pursuance of this recommendation a letter was written by headquarters to the Monarch Valve Co., October 7, 1916, inviting the company to install the device on a vessel of the service. No action has been taken to date on this invitation, so far as the board is informed.

*Recommendation.*—It is recommended that the device be dropped from the docket.

### 4. IMPROVED BOAT TILLER (C. BREILAND).

*Results.*—(1) The tiller must necessarily be short and, therefore, the leverage more or less limited; (2) there are several parts to the apparatus, as compared to the ordinary tiller; (3) in case the handle extending from tiller is let go it will swing out over the sea, and the chances of damage to it and also to the tiller and rudder are very great; in all small boats it is often necessary to let go of the tiller momentarily, and it should be so arranged that it can be readily taken hold of again; with this device it is doubtful if this could be done; (4) the device adds considerable weight to the rudder over that of the ordinary tiller, and makes it very awkward in shipping and unshipping; (5) in reference to the drawing and also to the model, it seems that the gear and rudder are all one unit and that all are secured together, making the device unwieldy and almost impossible to handle in a boat; (6) as a tiller the device is more or less in the way and takes up considerable room in the cockpit, as the handle to tiller must necessarily be thrown over from side to side in making a landing or in a seaway; (7) the device could probably be modified to make it more applicable for the purpose intended; (8) the device has one good feature, viz, it does not require the rudderhead to be specially made; in other words, the ordinary mortice tiller can be used by removing the apparatus from the rudderhead.

*Opinion.*—The board is of the opinion that the device is not adapted to the uses of the Coast Guard.

### 5. COMBINATION DROGUE AND OIL BAG (ANDRE FOURCHY).

*Results.*—This device was submitted for tests at Coast Guard Stations Nos. 19, 20, and 296. The general results of these tests are as follows:

1. The outfit was found too cumbersome for use in small boats.
2. Difficulty in operation resulted from the fouling of the various lines used on the device.

3. Owing to fouling of lines and the bulk of the device, tripping the drogue to permit progress of the boat through the water was found to be difficult, and when the drogue was in the tripped position the drag of it was so marked that progress was seriously interfered with. This would be a serious detriment when attempting to take advantage of smooth intervals for making way shoreward.

4. The fabric of the oil bag gummed up and prevented release of oil.

5. When the device was used by a power surfboat and the boat had lost headway the apparatus sank and brought the towlines to an up-and-down lead, endangering fouling of the propellers.

6. The keeper of Station 296 was of the opinion that the method of construction of the drogue was superior in some details to that of the drogue at present in service, viz, in the use of a wire rope bridle and a swivel shackle, but he experienced the difficulty of fouling the gear and the gumming of the oil bag.

*Opinion.*—The board is of the opinion that the device is not adapted to the use of the Coast Guard in its present form, but that its weight can be simplified by combining the drogue and oil bag.

**Recommendation.**—The board recommends that the device be not adopted in its present form by the Coast Guard.

6. SELF-RELEASING BLOCK (CHARLES F. WICKS).

**Results.**—The inventor had not submitted his device by either model or drawings. Under date of September 26, 1917, the department notified him that if he desired his device considered he should comply with the rules and regulations of the board and it would be referred to the board for consideration. A copy of the regulations was intended to be inclosed with this letter, but was inadvertently omitted. On September 27, 1917, a copy of the regulations was mailed to the inventor. He evidently had not received it on September 29, when he wrote calling attention to the omission. No further communication has been received from him. Since it is probable that the inventor has not had time to submit a report, the subject will be continued upon the docket for consideration by the board at its next meeting.

7. NEPTUNE LIFE-SAVING AND SWIMMING JACKET (AMERICAN LIFE BUOY CO.).

**Results.**—Covered by two letters patent; weight, 2 pounds; material, "Belgian web khaki" and rubber tubing, vulcanized. The jacket is put on like a pair of trousers, and drawn up to fit about the waist like a loose vest. It is held in place by shoulder straps and snap buckles. From the chest of the jacket there runs a tube of rubber to the mouth of the wearer, through which the jacket is inflated with air.

**Opinion.**—The board is of the opinion that life belts of vulcanized material, dependent upon confined air for buoyancy, are not suitable for use by the Coast Guard.

8. COMBINED MATTRESS AND LIFE PRESERVER (WILLIAM E. BILLINGS).

**Results.**—Supported by a typewritten description and photographs. No model is submitted. The device is a life-saving suit, constructed in part, evidently, from an ordinary mattress, to which sleeves and mitts have been attached. It is claimed that the device is patented, but the claim is not supported by letters patent. It is claimed to be waterproof and to exclude cold.

**Opinion.**—After a careful study of the descriptive matter and photographs showing the device in use under varying conditions, the board is of the opinion that it is of no practical value to the Coast Guard.

9. LUMINOUS LIFE BELT (A. M. M'GIFF).

**Results.**—No model was submitted, hence no practical tests could be made. The description furnished the board shows this to be a device for illuminating an ordinary life belt or buoy by means of an attached electric battery lamp.

**Opinion.**—The board is of the opinion that while this device might be practical and useful under certain conditions, such as temporary or limited use, it is unsuited for use in the Coast Guard. This opinion is due to the fact that such battery lamps require frequent renewal of batteries, that their light rapidly decreases in intensity when the circuit is closed continuously, and that it is difficult to keep them dry.

10. EVER-WARM SAFETY SUIT (INTERNATIONAL LIFE SUIT CORPORATION).

**Results.**—The device is supported by printed literature, illustrated, typewritten claims, and a sample suit. It is made in the form of a union suit, with shoes and mittens attached, completely inclosing the body from neck to feet "in a water-tight suit" of closely woven fabric vulcanized with rubber gum; feet weights of sheet lead in each shoe; metal parts nickel steel, nickel plated. Weights as follows: Lead weights in shoes, 6 pounds; other metal parts, 2½ pounds; waterproof material, 9 pounds; total weight, 17½ pounds. The device is protected by letters patent. The price to the Government is \$54 a suit. The claims of the exhibitor are as follows:

1. Makes travel by water perfectly safe under all conditions.
2. Enables the wearer to remain afloat for hours or days, safe and comfortable.

3. Takes less than a minute to put on.
4. Keeps the body dry and warm.
5. Indestructible buoyancy.
6. It will support easily six persons.
7. Does not depend on air for buoyancy and a puncture is not fatal.
8. Keeps the head above water, whether the wearer is conscious or unconscious.

The suit was given a practical test, under the supervision of the exhibitor, at Coast Guard Station No. 25 on October 10, 1917.

*Opinion.*—First, the board is of the opinion that the claims of the exhibitor were not fully sustained; second, that the ever-warm safety suit is not of sufficient practical value to the Coast Guard to warrant the board in recommending its purchase and use.

#### 11. TRANSFORMABLE STRETCHER-CARRIER (CORNELIA J. CHADWICK).

*Results.*—From the description submitted a careful examination and study of this apparatus was made. After considering all points in reference to the use of the stretcher, actual tests in use were made, and the device was found to be satisfactory.

*Opinion.*—It is the opinion of the board that this stretcher would be a good addition to the apparatus on the vessels and at the stations of the Coast Guard.

*Recommendation.*—The board recommends that when funds are available the Captain Commandant supply each Coast Guard station and vessel with at least one of these stretchers.

### VII. UNFINISHED BUSINESS.

#### CLASS I.—*Wreck ordinance.*

##### 1. Luminous shot line. (J. H. Bowers.)

#### CLASS II.—*Boats and miscellaneous appliances.*

##### 1. Self-releasing block. (Charles E. Wicks.)

S. I. KIMBALL,  
*General Superintendent, retired, President of the Board.*

S. W. STRATTON,  
*Director Bureau of Standards, Member.*

D. A. LYLE,  
*Colonel, United States Army, retired, Member.*

E. E. CHAPMAN,  
*District Superintendent, Member.*

H. H. WOLF,  
*Captain, Coast Guard, Member.*

JNO. Q. WALTON,  
*Constructor, Coast Guard, Member.*

GEO. W. BOWLEY,  
*District Superintendent, Member and Recorder.*

There being no further business before the board, it adjourned sine die at 12 noon October 12, 1917.

S. I. KIMBALL,  
*General Superintendent, retired, President of the Board.*

GEO. W. BOWLEY,  
*District Superintendent, Member and Recorder.*



## BOARD ON LIFE-SAVING APPLIANCES.

---

### LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,  
*Boston, Mass., October 14, 1919.*  
CAPTAIN COMMANDANT UNITED STATES COAST GUARD,  
*Washington, D. C.*

Subject: Report Board on Life-Saving Appliances.

SIR: Transmitted herewith is the report of the proceedings of the Board on Life-Saving Appliances at its meeting held in Boston, Mass., October 7 to 14, 1919, with all papers referred to it for consideration except typewritten description and blue prints in the case of the new self-righting and self-bailing motor life and patrol boat (Andre Fourchy), which are in the possession of a subcommittee of the board, consisting of Capt. J. Q. Walton and Capt. P. F. Roach, to whom the subject has been referred for report at the next meeting of the board.

Respectfully,

S. I. KIMBALL,  
*President Board on Life-Saving Appliances.*

---

### I. PREAMBLE.

As requested by the Captain Commandant of the Coast Guard, and pursuant to the call of the president, the Board on Life-Saving Appliances met in room 432, Post Office Building, Boston, Mass., at 10 o'clock a. m., of October 7, 1919, for the examination of plans, devices, and inventions referred by Coast Guard headquarters for consideration.

Present: General Supt. S. I. Kimball, United States Coast Guard, retired, president; Col. D. A. Lyle, United States Army, retired; District Supt. E. E. Chapman, United States Coast Guard; Constructor J. Q. Walton, United States Coast Guard; Capt. P. F. Roach, United States Coast Guard, vice Capt. Herman H. Wolf, United States Coast Guard, relieved; District Supt. George W. Bowley, United States Coast Guard, recorder.

Dr. S. W. Stratton (member) was not present at any session of the board.

### II. DOCKET.

#### CLASS I.—*Wreck ordnance.*

1. Line-throwing gun (Knickerbocker Supply Co.).
2. Line-throwing gun (J. W. Stockett).
3. Line-throwing gun (The General Ordnance Co.).
4. Luminous shot-line (J. H. Bowers).
5. Device for sending line from ship to shore, etc. (Werner Richardson).

CLASS II.—*Boats and miscellaneous appliances.*

1. New self-righting and self-bailing motor life and patrol boat (Andre Fourchy).
2. Improved lifeboat (Bergen Point Iron Works; A. E. Kroseng, inventor).
3. Stabilizer for boats (George Perrault).
4. Self-releasing block (Charles E. Wicks).
5. Dreadnaught safety suit (L. V. Keviczky).
6. Ever-warm safety suit (National Life Preserver Co.).
7. Sensible safety suit (A. V. Sims).
8. Luminous ring buoy (J. H. Bowers).

## III. COMMITTEES.

All subjects were considered by the full board.

## IV. PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to appear before the board to explain the construction of their devices, and to set forth the merits claimed for them.

## V. TESTS.

The line-throwing gun submitted by the General Ordnance Co. (item 3, Class I of the docket), the dreadnaught safety suit (item 5, Class II of the docket), and the ever-warm safety suit (item 6, Class II of the docket) were given practical tests by the applicants in the presence of the board on October 9, 1919, at Coast Guard Station No. 24 (Nahant, Mass.).

## VI. RESULTS, OPINIONS, AND RECOMMENDATIONS.

CLASS I.—*Wreck ordnance.*

## 1. LINE-THROWING GUN (KNICKERBOCKER SUPPLY CO.).

*Results.*—This gun is stated by the company to be mounted upon the Sayres stability carriage (patent applied for). No gun or mount was submitted for test or examination. The following information was obtained from the blue prints, specifications, and correspondence submitted to the board:

(a) *Gun.*—The material is stated to be an alloy of steel subjected to treatment to secure qualities required. No data relating to the composition and treatment of the alloy are given. The gun tube is slightly conical, having a bore of 2.5 inches, with a toleration of 0.005 inch. The solid breech end of the tube has a trunnion-pin hole 1.75 inches in diameter, with an allowed variation of 0.002 inch, by which it is pivoted to the rear end of the mount in such manner that it may be folded down into the mount.

Total length of gun tube.....inches\_\_ 31½  
 Total length of bore.....do\_\_\_\_ 26½  
 Weight.....pounds\_\_ 95

Physical qualities cited are as follows:

Tensile strength per square inch.	Elongation in 2½ inches.	Reduction of area.
<i>Pounds.</i>	<i>Per cent.</i>	<i>Per cent.</i>
82,321	28.4	64.7
83,622	26.8	61.7
93,200	28.5	(1)
95,225	22.0	(1)

<sup>1</sup> Not given.

(b) *Mount.*—"The base casting or thrust block is a high-grade steel casting." Recent tests are stated to show:

Tensile strength, 68,000 pounds per square inch.  
 Elongation, 25 to 30 per cent.

Reduction in area, 35 per cent.

"The clamping handle is a manganese bronze casting. Recent tests show tensile strength of 70,000 and elongation 20 per cent. The sides of the mount or carriage are  $3\frac{1}{2}$  by  $3\frac{1}{2}$  inches by  $\frac{1}{4}$  inch rolled open-hearth steel angles."

Elevations are obtained by means of elevating band and rods placed toward the muzzle. A clamp holds the tube in position.

(c) *Projectile*.—Steel ends rounded by arcs whose radii are 2 inches:

	Inches.
Length of body-----	12.5625
Diameter of body-----	2.493
Length of shank body-----	13.5
Diameter of shank-----	.625
Weight-----	Not given.

"The gun folds down into the mount and occupies space only 9 by 18 by 39 inches."

(d) *Advantages claimed*.—The company claims that the following advantages are obtained with this system:

1. Stability of gun and mount by having trunnions at breech and close to bottom of carriage.
2. Gun can not overturn, as form of mount prevents it.
3. Greater accuracy, as stability of carriage allows a very small displacement.
4. Simplicity of operation; easy adjustment of elevation.
5. Broad base; facilitates firing from sloping decks.
6. Ability to fire from ordinary ground and sand; broad base and small recoil enables firing without lashings.
7. More compact; occupies small space.
8. Vent accessible at all elevations.
9. Light weight, hence easily handled.
10. Superior material and manufacturing methods.

Since the company has not furnished a gun and mounts for test, the board can arrive at no definite conclusion at this time with regard to the merits of this system.

*Recommendation*.—The board recommends that the exhibitor be notified that when a gun and mount are submitted the system will be tested. In order to afford the inventor an opportunity to present his device for test the subject will be continued on the docket as unfinished business.

## 2. LINE-THROWING GUN (J. W. STOCKETT).

*Results*.—This system consists of a line-throwing gun, projectile, and mount. "Patent will be applied for if test is successful," etc.

(a) *Gun*.—The gun barrel is made of bar stock, alloy steel, having a tensile strength of 95,000 pounds per square inch. It is a muzzle-loading gun, 2 $\frac{1}{4}$ -inch bore; total length, 30 inches; mounted in an oscillating slide, permitting a recoil of about 5 or 6 inches. The recoil is checked by means of a recoil cylinder, filled with nonfreezing oil or glycerin. A counter-recoil spring within the cylinder returns the gun to firing position after each round. A piston is attached to the front lower end of the slide, and both piston and slide are maintained in a fixed position as the gun recoils in firing. The gun and recoil cylinder move to the rear as a unit when gun is fired, and the counter-recoil spring returns them to firing position after each discharge.

(b) *Mount*.—The slide, pivot saddle, recoil cylinder, etc., comprising the mount are arranged to give the desired elevation. A clamp secures the piece in elevation.

(c) *Projectiles*.—There are three types of projectile proposed:

First. "This projectile is fitted with a short, flexible bronze tiller rope (which will not be burned off by the powder gases). This bronze tiller rope is suitably attached to the center of the projectile at its rear end and fitted into a groove in the wall of the projectile, and its front end carried out to the muzzle of the gun, where the line from the faking box is attached to an eye or loophole in the end of the bronze tiller rope."

Second. "This projectile is provided with a short rod pivoted at or near its rear end; the front end of the rod is carried just outside the muzzle of the gun, and it is provided with an eye or loop for attaching the line from the faking box, as in No. 1 (first) above. As the projectile leaves the muzzle of the gun the pull on the line to the forward movement of the projectile causes the short rod

to turn about its pivot on the projectile and take a rearward position, thus carrying the line with it in its flight."

Third. "This projectile is pivoted with a shoulder at its rear end, which comes in contact with a split ring, which is fitted into the muzzle of the gun. This split ring is provided on one side with [an] eye for the attachment of the line from the faking box. As the projectile passes from the muzzle of the gun, it carries the split ring and line with it."

Each type of projectile is provided with a gas check to prevent escape of gases and to secure full powder pressure. The powder charges are given as 3 ounces, 5 ounces, and 7 ounces in weight. The charge may be "up to and including 9 ounces." "The primer is to be the Army service, cannon-friction primer for radial vents."

Under date of August 14, 1919, the inventor informs headquarters that he proposes "to assemble his propelling charge to the rear end" of his projectile "in a waterproof metal container, thus permitting the loading of the projectile and charge as a single unit." He perforates the cartridge case with several small holes and pastes over them a strip of muslin, which may be torn off before loading, or not, as desired. This permits the primer flame to ignite the charge in firing.

The system is represented by prints and descriptions. As no gun or projectiles were submitted to the board for test, there were not sufficient data before the board upon which it could take definite action. Actual tests are indispensable in all cases connected with wreck ordnance.

*Recommendation.*—The board recommends that the inventor be informed that the subject will be continued upon the docket to await the presentation and test of his system.

### 3. LINE-THROWING GUN (THE GENERAL ORDNANCE CO.).

*Results.*—The claim is supported by a typewritten description, drawings, photographs, the gun and mount, cartridge, projectile, and lines.

On October 7 Mr. A. J. Stone, the president of the General Ordnance Co., and Mr. C. P. Caulkins, the ordnance engineer, appeared before the board, explained the device, made their claims for it, and demonstrated the working of the gun.

The gun consists of two pieces: The cast-iron mount, consisting of a base and two uprights, said by the representative of the company to weigh 200 pounds; and the gun, made of cast steel, said by the inventor to weigh 98 pounds. The mount is 27½ inches long, 14½ inches wide, and 23½ inches high. The base of the mount has two V-shaped lugs on the underside extending across the base (one at the rear and one about the middle) for biting into the deck of a ship to prevent the recoiling or capsizing of the gun and mount. At the forward end of the base are two wheels, 5 inches in diameter, for convenience in moving the gun about. The gun is cast of steel, having a cored hole extending through the entire center. The breech end is provided with a bronze breech plug, extending through the center of which is a steel firing pin. The forward end of the firing pin is provided with a collar in the form of a valve, which seats into the breech plug to form a gas check. The front end of the breech plug is formed to allow the escape of gases to the back of the cartridge case, which gases expel the fragments of the cartridge case from the gun. A lug is cast on the underside of the breech of the barrel, with a hole provided in it for receiving the elevating rod. Like holes are provided on either side of the uprights of the mount to permit four positions in elevation for firing: 30°, 45°, 60°, and 80°. The overall dimensions of gun and mount are: Length, 42½ inches; width, 14½ inches; height, 23½ inches, with the gun in the horizontal position.

The ammunition is made up in a fixed unit consisting of two parts: A waterproof drawn-copper cartridge case wherein the propelling charge—8 ounces of sphere-hexagonal United States Navy black powder—and primer are placed, and a standard line-carrying projectile. The cartridge case, which is one-fourth inch less in diameter than the projectile, is screwed into the base of the projectile. The projectile is 2.485 inches in diameter and weighs 18 pounds.

The shot line is 1,700 feet long and is said to have a breaking strain of 500 pounds. It is a hard-twisted waterproof line, about No. 5 (three-sixteenths inch in diameter). It is known as a "Winne line." The line is coiled in a galvanized-iron basket, 11 inches high, 11½ inches in diameter at the top, and 9½ inches in diameter at the bottom. The top and bottom of the bucket are



wood, with holes in them 6 inches and 2 inches, respectively, the hole in the top being large enough to permit the core to be removed from the bucket. There is a tapered cartridge paper core, with wooden ends, in the center of the bucket 6 inches in diameter at the top and 4 inches in diameter at the bottom. There are two small holes in the top for inserting the fingers to remove the core from the bucket in order to get hold of the end of the line, which is run out from the inside of the coil. A special machine would be required to recoil the line in the bucket. The claims of the representative are: First, greater rapidity of fire, 4 operations in loading instead of 10, no special tools instead of three special tools; and, second, greater accuracy in placing the line due to the powder being always dry and all of it burning at the same rate for each charge.

On October 9 Mr. Caulkins conducted tests with the device on the beach at Coast Guard Station No. 24 (Nahant, Mass.) in the presence of the board. Three shots were fired.

The first shot was fired parallel to the beach, the elevation being 30°. The projectile carried the line successfully 1,300 feet. The rod on the projectile was bent, where it joins the projectile, at an angle of about 15°. No protruding parts of the cartridge case were left on the projectile. A steady 15-mile breeze was blowing at an angle of 225° from the line of fire. The gun was fired from a wooden platform, 36 by 30 inches, made by nailing 1-inch boards to battens. Two stakes, 2 by 4 inches, were driven into the sand on each side of the mount. A 3-inch line was made fast to one stake, passed through two holes in the mount, and secured to the other stake. The afterlug of the mount split the board on firing, one of the stakes was pulled up, the gun turned over backward, filling the muzzle with sand, and then turned over on its side.

To free the gun of sand the demonstrator attempted to unscrew the breech mechanism with a wrench provided for that purpose. As he could not unscrew it with the wrench by hand he pounded the wrench with a stone, but the wrench broke without having started the breech plug. To clean the gun the barrel was pointed vertically and filled with water and then emptied after being swung back and forth several times.

The second shot was fired parallel to the beach also, the gun resting on the sandy beach at an elevation of 29°. Again it turned over backward, filled the muzzle with sand, and fell upon its side. The line broke about 20 fathoms from the projectile. This projectile was not recovered, so the board could not determine how far it went nor examine it after it was fired.

The third shot was fired to leeward into the sea, the mount resting on the wooden platform with the rear lug extending beyond this platform and resting on a plank, 2 by 6 inches by 12 feet. The case of the cartridge used this time was dented when it was inserted into the gun. Three times the lanyard was pulled, and the hammer struck the firing pin, but the gun did not fire. The construction of the gun permitted cocking without unloading or opening the breech. After waiting five minutes the gun was unloaded, and it was found that the dent in the cartridge case distorted the cartridge base, causing the firing point to strike on the rim of primer, which would not fire it. The gun was loaded with a new cartridge and fired, but the line parted about 12 fathoms from the projectile. An experimental line, supplied by the International Sales Corporation, No. 2 Rector Street, New York City, was used by the demonstrator this time.

On the third firing the gun turned over backward and fell on some rocks on the beach, breaking the sear, thus putting the gun entirely out of commission. The recoil of the gun split the plank for about two-thirds of its length.

*Opinion.*—It is the opinion of the board, first, that the claim of the demonstrator as to rapidity of firing was not sustained, as a delay of five minutes ensued, due to a defective primer, whereas the gun now used by the Coast Guard permits a defective primer to be immediately removed and another substituted without danger to the gun's crew; second, that the claim of the demonstrator that a greater degree of accuracy of carrying the line is not sustained, as the minimum elevation at which the gun can be set is 30°, which does not admit of laying the projectile close to the wreck, thus reducing the amount of sag of line to leeward; third, that there is no necessity for this gun on Coast Guard cutters, which are armed with rapid-fire guns and equipped with line-carrying projectiles adapted to these guns; fourth, that the gun presented is not sufficiently rugged, compact, nor light enough for the beach service of Coast Guard stations; fifth, that

greater speed in loading the line-throwing gun would be of no advantage at present, as the gun is always ready before the other apparatus is in place; and, sixth, that the water-tight cartridge case would be of no advantage, as the present service charge causes no noticeable change in the trajectory due to damp weather, either at drill or under service conditions, but on the contrary presents a disadvantage in having the live primer in contact with the powder charge while the beach apparatus is being hauled over rough beaches to a wreck.

#### 4. LUMINOUS SHOT LINE (J. H. BOWERS).

*Results.*—In compliance with the recommendation of the Board on Life-Saving Appliances, which convened at Boston, Mass., October 9, 1917, the Captain Commandant of the Coast Guard submitted the sample luminous shot line and copies of papers submitted by Mr. J. H. Bowers to the Director of the Bureau of Standards, Department of Commerce, to subject phosphorescent material of the line to tests to determine its durability, effective luminosity, and possible injury to line.

The Director Bureau of Standards, under date of June 7, 1918, reported as follows:

DEPARTMENT OF COMMERCE,  
BUREAU OF STANDARDS,  
Washington, June 7, 1918.

CAPTAIN COMMANDANT, COAST GUARD, NAVY DEPARTMENT,

Washington, D. C.

DEAR SIR: In reply to your letter of November 5, 1917, requesting this bureau to examine a certain luminous shot line submitted to you by Mr. J. H. Bowers, Hartford, Conn., I have the honor to advise you as follows:

1. *Brightness.*—Four hours after exposure to sunlight the line is barely visible in the dark to a sensitive, dark-adapted eye. Phosphorescence may also be excited by an exposure of the rope to light from artificial source, such as a kerosene or an electric lamp. The brightness is low and decreases rapidly after the removal of the exciting light. For example, 15 seconds after being exposed to the light of a carbon filament incandescent lamp the brightness of the rope was about 2 microlamberts; a minute and a quarter later it was less than one-twentieth of this brightness; two hours later the phosphorescence was no longer visible even in total darkness. (A microlambert is the brightness of a perfectly diffusing and completely reflecting surface when illuminated by a source of unit candle power placed at a distance of 10 meters; white paper illuminated by the full moon has a brightness of the order of 25 microlamberts.)

Wetting the rope has absolutely no effect upon its brightness, whether the wetting is done before or after the exposure to the exciting light.

2. *Durability.*—The material is not readily removed from the rope by such mechanical means as violent rubbing with the hands or by being sawed briskly across the edge of a table. If the friction is sufficient to heat the rope, the brightness is reduced.

Although a casual wetting of the rope does not markedly affect its response to light stimulation, a soaking of the rope in water even for so short a period as 24 hours almost entirely destroys its phosphorescing properties. This is probably due to a chemical reaction between the phosphorescent material and the rubber adhesive used for attaching it to the rope; the reaction is accompanied by the liberation of hydrogen sulphide.

A portion of the rope has been kept in a west window for six months. It has turned brown but still phosphoresces on exposure to light, though markedly less brilliantly than does the portion that has been kept in the dark throughout this interval.

3. *Injury to line.*—In view of the low intensity and brief duration of the phosphorescence, a chemical analysis of the material appears unwarranted. It is probable that the material is a sulphide of calcium attached to the rope by means of a rubber cement. It is improbable that the rope will be injured by it.

In future communications regarding this specimen please refer to test No. 22261 RL 146.

Respectfully,

S. W. STRATTON, *Director.*

On September 15, 1919, Mr. Bowers requested permission to appear in person before the board at its next meeting, which permission was granted by head-

quarters by letter of September 16, 1919. Mr. Bowers did not avail himself of this opportunity to appear before the board.

The inventor states that his claims for his luminous shot line are self-explanatory.

*Opinion.*—The board is of the opinion that the brightness of the line and the durability of the phosphorescent material is not sufficient to meet the requirements of the Coast Guard.

5. DEVICE FOR SENDING LINE FROM SHIP TO SHORE, ETC. (WERNER RICHARDSON).

*Results.*—This device consists of a small balloon filled with a "suitable" gas, to which is attached a small line carrying two strands of small copper wire for the purpose of exploding the gas and dropping the line when desired, a reel upon which the line is coiled, a small bag filled with cork to keep line afloat should it fail to drop on the deck of a vessel, and a battery to furnish the current to explode the gas in the balloon. The bag with cork is attached to the line near the bottom.

The object of the device is to get a line to or from a ship in a storm when it would be impossible to leave or reach the ship in a small boat.

"The idea is to go to the windward side of the vessel in distress, turn loose a small balloon properly filled, and when same is over or near vessel, to turn on current and blow up the balloon and allow the small cord to drop on or near the vessel." The small line is to be used to haul off a larger line or cable to the vessel, and replaces the usual shot line used for the same purpose. A small tube carrying a stopcock and spark plug is attached to the balloon for exploding the gas when desired. There is no patent upon the device. It is not always practicable to get on the windward side of a vessel in distress. To be used from a ship to the shore, an onshore breeze would be necessary, and from shore to vessel, an offshore breeze. In this latter case this condition is not likely to exist at time of stranding. The action would be very uncertain.

*Opinion.*—The board is of the opinion that the employment of this device is impracticable for the use of the Coast Guard.

CLASS II.—*Boats and miscellaneous appliances.*

1. NEW SELF-RIGHTING AND SELF-BAILING MOTOR LIFE AND PATROL BOAT (ANDRE FOURCHY).

*Results.*—This matter is presented to the board by a typewritten description and blue prints.

*Recommendation.*—On examination of the papers submitted in this case it was found that a full and complete report could not be made owing to the lack of information on certain important points, and for this reason it is recommended that the matter be turned over to a subcommittee of the board, consisting of not less than two members, to look up the desired information and report out at the next regular meeting of the board and that the subject be continued on the docket.

2. IMPROVED LIFEBOAT (BERGEN POINT IRON WORKS, A. E. KROSENG, INVENTOR).

*Results.*—First, with the size of boat as used for life-saving work there would not be sufficient room for engine and all the gear and apparatus necessary abaft folding closure and leave sufficient room for crew and others picked up, oars, and the necessary lines and gear carried. Second, the folding closure is a very bad and dangerous feature, as it is depended on greatly to keep the water out of boat, and, of course, must be up in place to do this, in rough water, and the principle on which this operates is well known to be unreliable, trusting to ropes, pulleys, sheaves, drums, gear wheels, etc. The closure would not travel parallel and it would therefore jam and become inoperable. Third, the sail, as arranged to roll upon the spar or mast, would give considerable trouble, as the rope would pile up, one turn on another, so as to interfere with the rolling, and also be very bulky for this reason. A sail of the type as shown, flat on top, to roll would not be an efficient sail for going to windward. Fourth, a spar or mast to turn round in a mast bound at its top, held by two side stays and one head stay, could not be depended upon to be operable at all times. Fifth, the hinge and swivel mast, the head stay through sheaves to lead aft, the sail being

wound up on the mast, with operating line leading aft, the skipper pit and door for same to inside of boat, are not of any advantage over that now used on the regular boats, but are decidedly a disadvantage and objectionable.

*Opinion.*—The board is of the opinion that this type of boat is not adapted for Coast Guard duties for the following reasons:

First. There are necessarily so many projections and devices on the top of boat to catch lines.

Second. The mast would necessarily be too long to stow in boat and would be materially in the way if it were just lowered and lashed amidships above the end boxes.

Third. Not sufficient space for crew and others that may be picked up, which is a very important feature in a boat used for such purposes.

Fourth. The nonwater-tightness and leaks and the natural weakness of construction of this type of closure.

Fifth. It would be impossible with the best of care and disposition to arrange all this in a boat of such size as one of the lifeboats now used and have any room left for crew, oars, lines, and gear.

Sixth. The arrangement and design of such a boat seem purely theoretical, with no practicability for the duties intended.

### 3. STABILIZER FOR BOATS (GEORGE PERRAULT).

*Results.*—This device is covered by United States Letters Patent No. 1184207, dated May 23, 1919. It is supported by a detailed description and blue prints. The system or device is a weight suspended from two racks placed on the outside of the boat and actuated by a rack and pinion for raising and lowering. The object could be obtained by a much simpler device.

*Opinion.*—The board is of the opinion that the device is not adapted to the needs of the Coast Guard.

### 4. SELF-RELEASING BLOCK (CHARLES E. WICKS).

*Results.*—This device was before the board at its meeting on October 8-12, 1917, and was continued on the docket in order to give the inventor time to comply with the regulations of the board and to furnish, as far as practicable, the information necessary for its further consideration by the board. This action was communicated to the inventor by headquarters letter dated November 5, 1917. Under date of November 7, 1917, the inventor requested permission to visit Washington and have "some one in authority" pass upon the merits of his block. On December 20, 1917, headquarters informed him that the Board on Life-Saving Appliances had jurisdiction of his device, and that the office could not "properly consider it in advance of any action taken by the board in the matter"; that he would be duly advised of the date of the next meeting of the board and given permission to present and demonstrate the merits claimed for his block. On September 10, 1919, headquarters notified Mr. Wicks of the date of the present meeting, citing the above correspondence and stating that "no additional evidence or papers have as yet been presented."

*Opinion.*—Since the inventor has not appeared before the board nor presented any additional evidence, the subject will be dropped from the docket.

### 5. DREADNAUGHT SAFETY SUIT (L. V. KEVICZKY).

*Results.*—This device is presented by printed literature, illustrated, type-written claims, and sample suits. It is made in the form of a union suit with shoes attached, completely inclosing the body from neck to feet in a water-tight suit of closely woven fabric, vulcanized with rubber gum. The total weight of the suit is 14 pounds. The cost to the Government is not given, nor is any statement made in writing to show whether or not the device is patented. The claims of the exhibitor are as follows:

1. Can be adjusted in one minute.
2. Will keep the wearer warm and dry.
3. The suit is of rubberized material, and is absolutely water and air proof.
4. Fresh air can be admitted by extending the elastic wristlets or neckpiece.
5. They are padded with a nonabsorbent material, now used by the United States Government for life preservers.
6. Is all made of flexible material, and has no frames, clamps, springs, screws, or other mechanical device.

The suit was given a practical test under the supervision of the exhibitor at Coast Guard Station No. 24 on October 9, 1919.

*Opinion.*—The board is of the opinion that while the suit has merit for certain purposes, it would be of no aid to the Coast Guard in the performance of its duty.

6. EVER-WARM SAFETY SUIT (NATIONAL LIFE PRESERVER CO.).

*Results.*—This device is supported by printed literature, illustrated, type-written claims, and sample suits. It is made in the form of a union suit, with shoes and mittens attached, completely inclosing the body from neck to feet in a water-tight suit of woven fabric, vulcanized with rubber gum; feet weights of sheet lead in each shoe, and metal composition frame covered with rubber, and clamps. Weights as follows: 13 to 14 pounds; lead soles, 7 to 8 pounds; total weight of suit complete, 20 to 22 pounds. The device is protected by letters patent. The cost to the Government is \$45 per suit. The claims of the exhibitor are as follows:

1. Makes travel by water perfectly safe under all conditions.
2. Enables the wearer to remain afloat for days, safe and comfortable.
3. Takes less than a minute to put on.
4. Keeps the body dry and warm.
5. Indestructible buoyancy.
6. It will easily support 50 pounds.
7. Has a pocket for liquid food.
8. Keeps the wearer dry and warm.
9. Can support a dead-weight of 50 pounds, or support 6 to 10 others in water and help rescue them.
10. Leaves the arms and hands free to swim, row, handle ropes, climb up ladders, into boats, etc.
11. Serves to save the shipwrecked and to enable the life-savers to do effective rescue work.
12. Has Ilanasilk padding for warmth and buoyancy.

The suit, of which two types were presented, was given a practical test under the supervision of the exhibitor at Coast Guard Station No. 24 on October 9, 1919.

*Opinion.*—The board is of the opinion that while the suit has merit for certain purposes, it would be of no aid to the Coast Guard in the performance of its duties.

7. SENSIBLE SAFETY SUIT (A. V. SIMS).

*Results.*—This device is presented by a typewritten description and a sample suit. It is simply a "waterproof rubberized" strong double-fabric garment, to which is attached a life preserver. It is put on over the clothing and covers the body, with the exception of the hands, feet, and head. At the lower or ankle fastening an absorbent cotton or felt pad is incorporated. The suit is open down the front from neck to crotch, like a union suit. Inside this opening in the body of the suit is a water-tight bellows. The two edges of the opening are closed by an automatic quick-closing device (known as hookless fastener). The life preserver, which, it is claimed, is of kapok pads, conforms to the shape of the body from hips to neck and is removable. The cost of the suit to the Government is \$32. It is not known whether or not the suit is patented. There are sufficient data before the board to justify the following opinion:

*Opinion.*—The board is of the opinion that the suit would be of no aid to the Coast Guard in the performance of its duties.

8. LUMINOUS RING BUOY (J. H. BOWERS).

*Results.*—The claim of the inventor is supported by a model ring life buoy with line attached, consisting of a ring about 7 inches in diameter, cut from canvas, and about 20 inches of line, both ring and line being treated with the inventor's phosphorescent material. No price is stated. The inventor states that the claims for his invention are self-explanatory. No examination could be made with the small amount of material and the meager information at the disposal of the board.

*Opinion.*—The board is of the opinion that the device is not adapted to the needs of the Coast Guard, and the subject is therefore dropped from the docket.

## VII. UNFINISHED BUSINESS.

CLASS I.—*Wreck ordnance.*

1. Line-throwing gun (Knickerbocker Supply Co.).
2. Line-throwing gun (J. W. Stockett).

CLASS II.—*Boats and miscellaneous appliances.*

1. New self-righting and self-balling motor, life, and patrol boat (Andre Fourchy).

S. I. KIMBALL,  
*General Superintendent, Retired, President of the Board.*

D. A. LYLE,  
*Colonel, United States Army, Retired, Member.*

E. E. CHAPMAN,  
*District Superintendent, Member.*

JNO. Q. WALTON,  
*Constructor, Coast Guard, Member.*

P. F. ROACH,  
*Captain, Coast Guard, Member.*

GEO. W. BOWLEY,  
*District Superintendent, Member and Recorder.*

There being no further business before the board, it adjourned sine die at 1 p. m., October 14, 1919.

S. I. KIMBALL,  
*General Superintendent, Retired, President of the Board.*

GEO. W. BOWLEY,  
*District Superintendent, Member and Recorder.*



ENLISTED MEN OF THE COAST GUARD AT INFANTRY DRILL.



LATEST TYPE OF SELF-BAILING, SELF-RIGHTING MOTOR LIFEBOAT.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917 Aug. 6.....	130.....	2 miles S.....	Nanzieta, m. b.....		Fish.....	\$3,000	\$2,000	9	.....	.....	Stranded; pulled off and turned over to private boat to be towed Sea Isle City.
Do.....	137.....	2 miles E.....	Hydroairplane.....			2,400		2	.....	.....	Disabled hydroairplane fell into the water 1 miles off shore; towed into Delaware Bay.
Do.....	236.....	1 mile S.....	Winona, m. b.....			300		12	.....	.....	Engine disabled; towed into a dock at Erie, Pa.
Do.....	239.....	5 miles SW.....	—, m. b.....			600		3	.....	.....	Engine disabled, boat near cliffs; towed to station and engine set going.
Do.....	269.....	7 miles NW.....	do.....	8		1,500		27	.....	.....	Engine disabled, in lake; picked up and towed into station and party carried 4½ miles to a dock.
Do.....	276.....	50 yards NW.....	Little Jumbo, flat.....		Coal.....	500	75	3	.....	.....	In danger of going over Falls of the Ohio; picked up and towed to safety.
Do.....	304.....	6 miles NE.....	Palme, m. b.....			100		2	.....	.....	Engine disabled; towed to harbor.
Aug. 7.....	28.....	1 mile NNW.....	—, m. b.....			300		3	.....	.....	Out of fuel; towed to place where supply could be obtained.
Do.....	107.....	1 mile S.....	Helen H., m. b.....			3,400		2	.....	.....	Propeller tore out bottom, setting boat afloat; run ashore to prevent sinking; pulled off and towed to marine railway.
Aug. 7.....	234.....	1 mile NE.....	—, m. b.....			150		1	.....	.....	Engine disabled, in choppy sea, in danger of swamping; towed to dock and engine set running.
Do.....	236.....	1 mile SW.....	—, m. b.....			150		3	.....	.....	Engine disabled; towed to moorings.
Do.....	240.....	1½ miles NW.....	Raven, m. b.....			300		2	.....	.....	Engine disabled, outside breakwater; towed in to a dock.
Do.....	259.....	150 yards E.....	Sea Bird, m. b.....			350		.....	.....	.....	Broke moorings; bearded, run out to safe place and anchored.
Do.....	283.....	1 mile NE.....	Paladin, m. b.....			900		.....	.....	.....	Engine disabled, parted line, and about to go on breakwater; picked up and towed to moorings.
Do.....	283.....	1 mile E.....	Vera, m. b.....			700		.....	.....	.....	Parted line and went adrift; towed to safety.



Do.....	283.	1 mile E.....	—, scow.....	98	Stone.....	12,000	1,800	11	Towline parted, scow in danger of going on breaker; took scow in tow; towing could run another line.
Aug. 8.....	25.	1 mile N.....	—, m. b.....			100			Boke moored and went ashore; hailed off and taken to safe place.
Do.....	43.	1 mile E.....	Bostock, m. b.....	10	Fish.....	2,500	50	2	Engine disabled, in breakers; planted anchor and ran lines, and after much work got boat into deep water.
Do.....	83.	1 1/2 miles WNW.....	Marguerite, m. b.....			400		3	Engine disabled; towed to safety.
Do.....	88.	1 1/2 miles W.....	Vatessa, m. b.....			2,500		2	Stranded; hove aboard an pilot some distance on way.
Do.....	279.	1 mile N.....	Trix, m. b.....			2,500		1	Engine disabled, stranded; pulled out on beach.
Do.....	294.	100 yards NE.....	Ella M., m. b.....			200		1	Parted cable and went on rocks; hauled out on beach.
Do.....	311.	8 miles WNW.....	—, m. b.....			830		1	Parted towing line and capsized, occupant drowned; station crew reached scene 2 hours after accident and saved boat.
Do.....	318.	1 1/2 miles W.....	Gloomy Guss, m. b.....	5		200		2	Engine disabled; picked up and towed to station.
Aug. 9.....	29.	2 miles ENE.....	Evelyn, m. b.....			500		2	Batteries dead, drifting to sea; picked up and towed to abreast of station.
Do.....	233.	500 feet WSW.....	—, canoe.....			25		2	2 Capsized; picked up occupants and also saved canoe.
Do.....	266.	2 miles NW.....	Vern L., m. b.....			600		2	Out of fuel; towed to harbor.
Do.....	271.	1 1/2 miles W.....	Jesick, m. b.....	9		1,500		27	Out of fuel; towed to harbor.
Do.....	284.	4 miles SW.....	Eleanor, m. b.....			350		2	Speed boat capsized while turning and sunk; occupants swam to safety; raised boat with tackle and lines and bailed it out.
Do.....	306.	30 miles WNW.....	Edna L., m. b.....		Fish.....	1,000	125	2	Engine disabled; towed into Neah Bay.
Aug. 10.....	12.	1 mile SE.....	Hazel, m. b.....			400		1	Batteries dead; towed to landing.
Do.....	28.	1 1/2 miles ESE.....	—, sch.....	5		500		2	Out of fuel; piloted in to a safe anchorage.
Do.....	70.							3	Automobile in surf with seas breaking over it; pulled out.
Do.....	84.	1 1/2 miles SW.....	Carrie, m. b.....	6		1,200		2	2 Pitch-poled crossing bar and capsized; picked up occupants from alongside, gave them first aid aboard sloop anchored outside, and helped save their boat.
Do.....	88.	1 mile W.....	Snookum, m. b.....			400		2	Stranded; worked off into deep water.
Do.....	297.	1 1/2 miles NE.....	Fannie A., str.....	10		750		3	Lost propeller; towed to harbor.
Do.....	310.	4 1/2 miles SSW.....	—, m. b.....	6		1,350		2	2 Blinded by searchlight, ran into breakers and capsized; rescued crew and saved boat.
Aug. 11.....	20.	1 mile N.....	Alice, m. b.....			300			Fouled anchor, stranded and sunk; bailed out, launched, and towed to safe anchorage.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
Aug. 11....	129.....	150 yards NE.....	—, rowboat.....		Oil, paints, and supplies.....	\$150	\$75	8			Swamped in breakers while coming ashore with supplies; helped recover supplies and get boat afloat.
Do.....	253.....								1		Surfman Silt, on pier watch, dived overboard and rescued a boy bathing.
Do.....	279.....	$\frac{1}{2}$ mile E.....	Lenore, m. b.....			200		3			Engine disabled; towed to mooring.
Do.....	300.....	$\frac{5}{8}$ miles W.....	Clara V., m. b.....			1,000		2			Engine disabled in lake; towed to harbor.
Do.....	310.....	6 miles S. by W.....	—, m. b.....	8		1,550		2	2		Engine disabled, compelled to anchor in dangerous place; picked up and taken to safety.
Aug. 12....	Tallapoosa.....	East Washewoman Shoal.....	Sarah A. Reed, sch.....	158		8,000		8			Stranded; pulled afloat on rise of tide.
Do.....	79.....	2 miles E.....	Seagull, m. b.....			550		9			Engine disabled; towed to a dock.
Do.....	233.....	500 feet NW.....	—, skiff.....			40		7	1		Overloaded, swamped; 1 man rescued by station crew, others got out unassisted.
Do.....	233.....	4 miles SE.....	Caroline, slip.....			250		4			Stranded, due to bad handling; pulled afloat.
Do.....	240.....	2 miles NE.....	Lulu May, m. b.....			400		1	1		Adrift in lake and about to sink; towed in to a boat yard for repairs.
Do.....	271.....	$\frac{1}{2}$ mile SW.....	Skeeter, m. b.....			100		1			Engine disabled; picked up and towed to station.
Do.....	305.....	$\frac{1}{2}$ mile W.....	Sea Lion, m. b.....	9	Merchandise.....	1,500	1,000	3			Engine disabled, stranded; ran kedge anchor and hove afloat.
Aug. 13....	26.....	$\frac{1}{2}$ mile NNE.....	Margaret H., m. b.....			3,000		1			Engine disabled; towed 6 miles to mooring.
Do.....	119.....	2 $\frac{1}{2}$ miles SE.....	—, m. b.....		Fish.....	500	100	8			Engine disabled; picked up and towed to safe water.
Do.....	123.....	2 miles S.....	Bittersweet, m. b.....			4,000		9			Engine disabled; towed to a dock.
Do.....	310.....	6 miles S. by W.....	—, m. b.....	7		900		1			Struck rock, disabling propeller shaft; picked up and towed to safe mooring.
Aug. 14....	23.....	3 $\frac{1}{2}$ miles E.....	Valorous, m. b.....			1,000		3			Engine disabled; at sea, towed to wharf at Gloucester.
Do.....	25.....	$\frac{1}{2}$ mile N.....	Makins, slip.....			400		3			Carried away mast; towed to yacht club.

Do.....	122.....	1 mile SE.....	Spray, m. b.....	6 Fish.....	600.....	40.....	5.....	8.....	Engine disabled; towed in to a dock.
Do.....	310.....	3 miles SW.....	American Girl, m. b.....	32.....	10,000.....	.....	.....	.....	Net fouled propeller, stranded on Pea cock Spit; picked up and towed to safety; propeller cleared.
Aug. 15.....	77.....	2 miles NW.....	Santa Marie, m. b.....	.....	2,000.....	.....	4.....	.....	Stranded; passed line to boat and pulled it clear.
Do.....	283.....	1 mile N.....	—, canoe.....	.....	40.....	.....	2.....	2.....	Picked up canoe containing boy and girl; unable on account of exhaustion to use paddle.
Aug. 16.....	12.....	500 yards E.....	Isabel, m. b.....	.....	300.....	.....	5.....	.....	Struck bar; pulled off and towed to port.
Do.....	58.....	1 mile E.....	—, m. b.....	.....	100.....	.....	2.....	.....	Engine disabled; towed to station and engine set running.
Do.....	108.....	1 mile N.....	.....	.....	.....	.....	.....	1.....	Recovered 7-year-old girl from water, resuscitation effected.
Do.....	153.....	1 mile WSW.....	Catharine, m. b.....	.....	800.....	.....	3.....	.....	Crank snail broken; towed 6 miles to Wachapreague, Va.
Do.....	268.....	1 mile E.....	Sea Wing, m. b.....	.....	1,000.....	.....	2.....	.....	Engine disabled; towed into harbor.
Do.....	288.....	4 miles NW.....	—, m. b.....	.....	200.....	.....	5.....	.....	Engine disabled; picked up and towed ashore.
Aug. 17.....	9.....	3 miles SE.....	Buzz, m. b.....	.....	100.....	.....	3.....	.....	Engine disabled; towed to mooring.
Do.....	20.....	1 mile N.....	—, m. b.....	.....	200.....	.....	1.....	.....	Pounding on jetty, full of water; pulled clear and anchored; turned over to owner.
Do.....	29.....	2 miles off station.....	Success, slip.....	.....	400.....	.....	3.....	3.....	Driving to sea in gale, in danger of foundering; towed to Green Harbor, Mass.
Do.....	59.....	2½ miles E.....	Emma J., m. b.....	7.....	800.....	.....	4.....	.....	Engine disabled; towed to Watch Hill.
Do.....	310.....	3 miles S. by W.....	—, m. b.....	7.....	1,800.....	.....	2.....	2.....	Stranded on bar in breakers during fog; took off occupants and pulled boat clear as tide rose.
Do.....	310.....	3 miles SSW.....	do.....	8.....	1,850.....	.....	2.....	2.....	Stranded in breakers in fog; pulled off, taken to station, and engine set going.
Aug. 18.....	25.....	1 mile NNE.....	.....	.....	.....	.....	.....	1.....	Rescued woman from water and gave her restorative treatment and cloth- ing.
Do.....	139.....	1 mile W.....	Roamer, m. b.....	.....	1,500.....	.....	1.....	.....	Parted line and stranded; pulled off and moored.
Do.....	259.....	800 yards NE.....	Sea Bird, m. b.....	.....	350.....	.....	.....	.....	Dragging anchor and drifting out into lake; picked up and taken to safe anchorage.
Do.....	305.....	1 mile W.....	Standard, m. b.....	5 Merchandise.....	2,000.....	1,500.....	3.....	.....	Propeller fouled, stranded; floated and anchored in safe place.
Aug. 19.....	12.....	2 miles E.....	Catherine, m. b.....	.....	150.....	.....	6.....	.....	Engine disabled; towed to station and made repairs.
Do.....	130.....	.....	.....	.....	.....	.....	.....	1.....	By means of service method of resuscit- ation restored man overcome by heat and rendered unconscious.
Do.....	136.....	1½ miles NW.....	—, m. b.....	.....	150.....	.....	8.....	8.....	Engine disabled, stranded; towed to station, party succored over night, and towed to Hatteras, N. C.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917. Aug. 19.....	274.....	500 feet NE.....	—, canoe.....			\$50		2	2		Capsized; picked up occupants and recovered canoe, clothing furnished.
Do.....	279.....	½ mile E.....	Sam, m. b.....			200		2			Engine disabled; in lake; towed to mooring in harbor.
Do.....	299.....	2 miles E.....	Marna Lou, m. b.....			125		2			Unable to make port on account of sea and wind; towed to shelter.
Do.....	304.....	½ mile NW.....	—, canoe.....			75		5	5		Capsized; occupants (5 boys) picked up.
Aug. 19-20. 23.....		10 miles N.....	Pirate, m. b.....		Clams.....	600	\$10	5			Batteries dead, boat adrift; picked up and towed to Gloucester.
Aug. 20.....	25.....	½ mile N.....	Doddle, cat.....			300					Parted moorings and stranded; floated and towed to safe mooring.
Do.....	32.....	1 mile N.....							1		Assisted in the rescue of boy who had fallen off a wharf; resuscitation effected.
Do.....	45.....	4 miles SW.....	Albert G. Lawson, sch.....	94	Coal.....	3,000	1,200	2			Stranded, main gaff broken, unable to use sails; worked afloat on rise of tide and piloted to Nantuxet.
Do.....	82.....	1 mile NW.....	Seabright, m. b.....	7		250		4			Engine disabled; towed to Ocean Beach.
Do.....	286.....	12 miles N.....	Secret 3, m. b.....		Camping outfit.....	700	200	2			Moor'd near breakers and about to go adrift; pulled out of danger.
Aug. 21. Do.....	25..... 39 and 40.....	¾ mile ENE..... ¾ mile SE.....	Rosalie, m. b..... —, m. b.....			300 400		1 2			Engine disabled; towed to moorings.
Do.....	84.....	½ mile NW.....	Lillian M., m. b.....			1,200		3			Engine disabled; picked up and towed into harbor.
Do.....	233.....	150 feet NW.....	Edurt, m. b.....			800		2			Stranded; pulled off, whereupon boat proceeded.
Do.....	258.....	3 miles W.....	Lucille, m. b.....		Huckleberries.....	250	25	3			Engine disabled; towed to yacht club basin.
Do.....	274.....	80 rods ENE.....	—, m. b.....			1,550			1		Without compass; stranded; pulled off and towed to station.
Do.....	310.....	3½ miles SSE.....	—, m. b.....	6				2			Rescued exhausted boy; bather.
Do.....	313.....	¾ mile ENE.....	Fearless, m. b.....			2,000		5			Went ashore in fog and swampy; floated and towed to station.
Aug. 22. 4.....		3 miles NNE.....	—, m. b.....		Wood.....	250	5	3			Engine disabled; stranded; pulled off and towed to safety.

Do.	123	1½ miles S.	Dauntless, m. b.			700	7	7	Engine disabled, anchor lost, about to go into breakers; passed line to boat and towed it to sheltered water.
Aug. 23.	29	½ mile SE.	Hertha, m. b.			250			Stuck on mud bank and filled; hauled out and taken to place of safety.
Do.	143	½ mile S.					1		Resuscitated woman bather.
Do.	278	½ mile E.	Bee, m. b.			600	7		Engine disabled, in lake; towed to station and repairs made.
Do.	293	½ mile S.	Raft.				2	2	Adrift in the lake; boys picked up and landed at station.
Aug. 24.	126	2½ miles N. by W.	Helen, slip.	12		2,000	2		Went on sand bar; pulled afloat.
Do.	190	3½ miles NW.	—, m. b.			200	2		Engine disabled; towed to safe anchor age.
Aug. 25.	25	Near station.	Orient, m. b.			300	3		Engine disabled; towed to Bay View.
Do.	107	1 mile NNW.	Laura, cat.			300			Parted cable and stranded; pulled off and towed to moorings.
Do.	235	4½ miles SW.	Winona, slip.			200	6		Sails disabled, dragging toward beach; towed to mooring.
Do.	310	3 miles SW.	—, m. b.			1,400	2	2	Stranded in surf in fog; took both occupants off and towed boat to safety.
Do.	310	3½ miles SSE.	—, m. b.	6		1,350	2	2	Stranded in surf in fog; pulled off and towed to safety.
Aug. 26.	25	2 miles E.	Sea Foam, m. b.			250	3		Engine disabled; towed to Bay View.
Do.	25	½ mile E.	Valestra, m. b.			500	7		Engine disabled; towed to Neponset.
Do.	107	3 miles NW.	Gunning boat.			250	3		Capsized; righted, bailed out, and towed to a dock.
Do.	139	½ mile W.	Roamer, m. b.			1,500	1		Parted line and stranded; pulled afloat.
Do.	256	2 miles SE.	Margaret, m. b.	6		600	2		Anchor would not hold; stranded; pulled off and towed to Mackinac Island.
Do.	280	½ mile E.	Skeeter, m. b.			800	4	4	Engine disabled, in danger of being thrown on pier; picked up just in time towed to safety.
Do.	281	½ mile S.	Nelsad, slip.			125	3		Sail damaged; picked up and towed 8 miles to harbor.
Do.	284	4 miles N.	—, m. b.	11		1,600	5		Engine disabled; towed to harbor.
Do.	284	2 miles S.	—, rowboat.			35	4	4	Unable to pull ashore against wind; boat partly waterlogged, occupants (girls) badly frightened; taken off and boat towed into a dock.
Do.	324	1½ miles NE by N.						1	Found and sent to hospital girl who had jumped over a cliff with suicidal intent; recovery expected.
Aug. 26-27.	14	½ mile SSW.	—, m. b.			150	1	1	Engine disabled; towed to station, succeeded boatmen in overhauling and towed boat to Portland next day.
Aug. 27.	123	1½ miles E.	Elwood D., m. b.			700	3	3	One of food stored in dangerous position; towed to harbor.
Do.	293	½ mile E.	—, canoe.			15	1	1	Capsized; picked up, occupants and boat.
Do.	295	½ mile NNW.	—, m. b.			300	4		Wreck in propeller; drifting toward breakwater; towed to a dock.
Do.	299	2 miles NW.	—, rowboat.			45	2	2	Rescued 2 boys marooned on old crib.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
Aug. 27.	279.	24 miles E.	—, canoe.			\$30		3	3		Driven offshore by strong wind, in danger of swamping; picked up and brought ashore.
Do.	280.	9 miles NE.	Bachante, slip.			1,400		2	2		Dragged anchor in the night, leaving boatmen marooned on crib; recovered boat and took men ashore while on bottom filled, in danger of going to pieces; floated and taken to safety.
Aug. 28.	9.	1 mile ENE.	—, m. b.			150					Ran aground in order to stop leak; while on bottom filled, in danger of going to pieces; floated and taken to safety.
Do.	11.	150 yards W.	Pixy, cat.			200			1		Rescued and resuscitated bathet.
Do.	25.	1 mile NNW.	—, rowboat.			25		2	2		Parted moorings and went adrift in fleet of boats; returned to mooring.
Do.	29.	3 miles NNE.	—, rowboat.			300		1	1		Blown to sea in gale; overhauled and brought ashore with great difficulty.
Do.	88.	1 mile WSW.	Elvira, m. b.			800		3	3		Engine disabled; picked up when about to strand, towed to a dock.
Do.	256.	1 mile S.	—, m. b.	5	Fish and berry crates.	800	\$400	8			Batteries dead, adrift, occupants drunk; towed to Mackinac Island.
Do.	296.	1 mile W.	Leona, m. b.			300		3			Engine disabled; picked up and towed to safe berth in harbor.
Aug. 29.	78.	1 mile NNW.	Flipflap, m. b.			10,000		4			Engine disabled, stranded; pulled off and towed to safety.
Do.	112 and 113.	3 miles SW of station 112.	Bonito, m. b.	159		300		1			Engine disabled, ashore in bad position; pulled afloat.
Do.	123.	1 mile NE.	Pauline B., m. b.			300		1			Engine disabled, went on bar; worked afloat and turned over to private boat.
Do.	240.	24 miles E.	Squaw, m. b.		Salt.	2,000	300	4			Engine disabled; towed to safe water
Do.	264.	3 miles SSW.	Skidoo, m. b.			200		5			Engine disabled; towed to harbor.
Do.	285.	6 miles W.	Irene R., m. b.	9		650		2			Engine disabled, in lake; towed 10 miles to Ludington, Mich.
Do.	290.	20 miles NE.	Franza, m. b.			3,500		4	4		Shaft broken; towed 20 miles to harbor.
Aug. 30.	240.	44 miles S.	—, m. b.			200		2	2		Engine disabled, near breakers; towed to safe water.

Do.....	284.....	3 miles N.....	Fearless, m. b.....	28.....	.....	500.....	.....	.....	Engine disabled; went on rocks; pulled off and moored.....
Do.....	285.....	14 miles S.....	Bess Emily, m. b.....	.....	.....	8,000.....	6.....	.....	Engine disabled in lake; towed to harbor.....
Do.....	304.....	4 mile SE.....	Charlie, m. b.....	.....	.....	150.....	1.....	.....	Stranded; occupant asleep and intoxicated; pulled off and later accidentally set on fire by boatmen, flames extinguished.....
Aug. 31.....	25.....	1 mile SW.....	Nautilus, m. b.....	.....	.....	450.....	3.....	.....	Engine disabled; towed to yacht club.....
Do.....	41 and 42.....	2 miles S.....	Grace Clinton, m. b.....	33.....	.....	9,000.....	8.....	.....	Stranded; planted anchor and vessel floated.....
Do.....	236.....	3 miles SW.....	.....	.....	.....	.....	1.....	.....	Helped resuscitate a child who had accidentally fallen into the water.....
Sept. 1.....	25.....	1 mile E.....	Louise, m. b.....	.....	.....	500.....	2.....	.....	Engine disabled; towed to safety.....
Do.....	25.....	do.....	——, m. b.....	.....	.....	200.....	2.....	.....	Collided with another launch, damaging engine and setting boat afire; towed to safety.....
Do.....	28.....	3½ miles NE.....	do.....	.....	.....	400.....	2.....	.....	Engine disabled; occupants seasick; towed to harbor.....
Do.....	29.....	3 miles ENE.....	Olive C., m. b.....	.....	.....	400.....	7.....	.....	Engine disabled; occupants inexperienced; towed to safe mooring.....
Do.....	30.....	2 miles W.....	——, m. b.....	.....	.....	200.....	6.....	.....	Engine disabled; stranded; towed to wharf.....
Do.....	89.....	½ miles NE.....	Salem, m. b.....	13.....	.....	5,000.....	2.....	1.....	Engine disabled; stranded; pulled off and towed to a dock.....
Do.....	108.....	.....	.....	.....	.....	.....	1.....	1.....	Swam out and brought imperiled bather ashore.....
Sept. 2.....	23.....	6 miles N.....	——, m. b.....	.....	.....	500.....	1.....	.....	Engine disabled; towed to mooring.....
Do.....	26.....	Near Brewster Island.....	Sadie, m. b.....	.....	.....	200.....	15.....	.....	Stranded among rocks; pulled aloft and floated out of danger.....
Do.....	27.....	1 mile SE.....	——, m. b.....	.....	.....	200.....	4.....	4.....	Boat discovered at anchor, occupants drunk; went on board, ran launch to harbor, and sent men to their homes.....
Do.....	146.....	300 yards E.....	.....	.....	.....	.....	1.....	.....	Rescued and resuscitated bather who had gotten beyond his depth.....
Do.....	238.....	1 mile E.....	Mose D., m. b.....	10.....	Wood.....	1,500.....	5.....	1.....	Engine disabled; stranded; towed to harbor.....
Do.....	239.....	4 mile NE.....	——, m. b.....	.....	.....	600.....	.....	.....	Broke adrift and went on breakwater; pulled off and towed to station.....
Sept. 3.....	1.....	2 miles SSE.....	do.....	.....	.....	100.....	3.....	.....	Engine disabled; towed to Lubec, Me.....
Do.....	8.....	Damscove Harbor.....	Whisgeag, m. b.....	.....	.....	500.....	4.....	.....	Engine disabled; stranded; towed to safety.....
Do.....	19.....	½ mile S.....	.....	.....	.....	.....	3.....	.....	Surfman Leland S. Stevens swam out through heavy surf and brought three bathers close enough to shore for his fellow surfmen to take them from the water; one person given resuscitative treatment. Stevens commended by headquarters.....
Do.....	25.....	½ mile E.....	Vega, m. b.....	.....	.....	400.....	4.....	.....	Engine disabled; towed to safety.....
Do.....	25.....	½ mile E.....	Madeline, str.....	36.....	.....	5,000.....	64.....	.....	Engine disabled; towed to landing.....

## REPORT OF THE COAST GUARD.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
Sept. 3.....	32.....	5 miles N.....	James M. Burke, m. b.	27		\$11,000		9	1		Engine disabled; towed to moorings. Girl washed off rocks by sea; Surfman William L. Douglas plunged in and brought her ashore; girl given first-aid and sent to a doctor; highly commendable rescue; Douglas commended by headquarters.
Do.....	53.....	400 yards SE.....									Rescued bather who had been carried out by undertow.
Do.....	57.....	200 yards S.....							1		Stranded; shifted anchor and worked boat afloat.
Do.....	88.....	1½ miles W.....	Sea Lion, m. b.			2,000		5			Stranded; pulled afloat.
Do.....	89.....	1 mile E.....	Peg II, m. b.			250		2			Stranded; pulled off into deep water.
Do.....	89.....	2 miles E.....	H. O. III, m. b.			350		4			Ran on bar; worked afloat and taken to a dock.
Do.....	89.....	1 mile E.....	Woodcleft, m. b.			500		7			Filled on bar and capsized, drifting ashore with boatmen alongside; righted, bailed out, launched, and boatmen sent on way under oars.
Do.....	103.....	1 mile S.....	—, m. b.			300		3			Rescued woman bather and gave her restorative treatment; keeper commended by headquarters.
Do.....	109.....	1 mile S.....							1		Engine disabled outside bar; conveyed to harbor.
Do.....	126.....	3 miles SSE.....	Elizabeth, cat.			500		7			Capsized while crossing bar; rescued occupants; later hauled boat up on beach; service of exceptional merit.
Do.....	126.....	do.....	Sarah B., m. b.			500		5	5		Engine disabled, on bar, leaving boat helpless and about to swamp; bailed out, run ashore, and cargo transferred to another boat.
Do.....	128.....	1½ miles S.....	Neal, m. b.		Fish	1,000	\$300	7	7		Later floated boat and took her to harbor.
Do.....	135.....	1 mile SW.....	Edna, m. b.			450		3			Capsized while launching from beach; hauled boat out and transferred catch of fish to another boat; gave aid to master, whose hand was injured.



Do.....	155.....	4 miles ESE.....	.....	Fish.....	.....	1,600	400	8	.....	Engine disabled; towed to station landing.
Do.....	191.....	3 miles S.....	Olive, m. b.....	do.....	.....	800	50	3	3	Engine disabled at sea; picked up and towed to station.
Do.....	238.....	$\frac{1}{2}$ mile N.....	Evelyn, m. b.....	.....	.....	500	.....	2	.....	Engine disabled; towed to station.
Do.....	278.....	3 miles NE.....	Emma, m. b.....	.....	.....	1,200	.....	9	.....	Engine disabled in lake; towed to station and made repairs.
Do.....	304.....	$\frac{3}{4}$ mile SE.....	....., shell.....	.....	.....	150	.....	1	1	Capsized while out for practice; rescued boatman, righted shell, and put him back on board.
Do.....	310.....	6 miles S. by W.....	....., m. b.....	7	.....	1,300	.....	2	2	Engine disabled, drifting on rocks, picked up and towed to safe anchorage.
Do.....	310.....	1 $\frac{1}{4}$ miles N.....	Falmouth, m. b.....	8	.....	900	.....	13	13	Engine disabled, swept on piling, in peril of capsizing; towed clear of danger and taken to port.
Sept. 4....	30.....	5 miles SE.....	....., m. b.....	.....	.....	200	.....	2	.....	Engine disabled; compelled to anchor in dangerous place; towed to Plymouth, Mass.
Do.....	77.....	$\frac{1}{2}$ mile N.....	Harmony, m. b.....	.....	.....	18,000	.....	5	.....	Engine back-fired, setting engine room ablaze; occupants escaped in tender; put fire out and towed boat to Smith Point.
Do.....	280.....	$\frac{1}{2}$ mile S.....	Pearl, m. b.....	5	.....	250	.....	1	.....	Boat sunk by falling jibboom, being removed from wreck; put line on boat and towed her to harbor.
Sept. 5....	16.....	3 miles SW.....	....., dory.....	.....	.....	15	.....	2	2	Outside surf in high sea, in danger of capsizing; towed in to a landing.
Do.....	29.....	$\frac{1}{2}$ mile N.....	.....	.....	.....	.....	.....	.....	1	Resuscitated girl bather; taken from the water by outsider.
Do.....	103.....	1 mile S.....	....., m. b.....	.....	.....	300	.....	3	3	Shipped a sea, disabling engine and propeller shaft; boarded boat, put out anchor, and brought occupants ashore.
Do.....	283.....	$\frac{1}{2}$ mile NE.....	Vera, m. b.....	.....	.....	800	.....	.....	.....	Parted line, about to go on breakwater; picked up and towed to station.
Sept. 5-6..	288.....	6 miles S.....	Merry Widow, slip.....	.....	.....	200	.....	2	.....	Unmanageable in lake in high wind; towed to station, thence to Sturgeon Bay.
Sept. 6....	14.....	$\frac{1}{2}$ mile S.....	Sam Adams, m. b.....	.....	.....	1,200	.....	.....	.....	Boat leaking and half full of water; pumped out and new mooring lines run.
Do.....	23.....	2 miles W. by S.....	....., m. b.....	.....	.....	150	.....	.....	.....	Parted line and stranded; towed to safe anchorage.
Do.....	29.....	3 miles NE.....	....., row boat.....	.....	.....	20	.....	3	3	Three boys unable to row ashore on account of wind; picked up and taken to station.
Do.....	152.....	1 mile NW.....	....., m. b.....	.....	.....	200	.....	6	.....	Engine disabled; towed boat to station and set engine running.
Do.....	274.....	200 feet W.....	Sacagama, m. b.....	Fish.....	.....	200	25	2	.....	Engine disabled; towed to a dock.
Sept. 7....	4.....	3 miles N.....	....., m. b.....	.....	.....	250	.....	1	.....	Engine disabled; towed to mooring.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917											
Sept. 7	9	$\frac{3}{4}$ mile E.	Ishkoodish, m. b.			\$1,100					Broke moorings and drifted to sea; towed to safety and secured.
Do	32	1 mile S.	No. 90, m. b.			300		2			Engine disabled; inboard from fishing grounds; towed to harbor.
Do	234	$\frac{1}{4}$ mile NW.	—, m. b.			250		3			Engine disabled; towed to a dock.
Do	280	$\frac{1}{4}$ mile SW.	do.			1,180					Parted line in gale, about to go on sea wall; towed to station and restored to owner.
Do	305	$\frac{3}{4}$ mile W.	Jewel Guard, m. b.	13	General merchandise.	3,000	\$1,500	4			Engine disabled; went on bar; hove off and towed to anchorage.
Do	311	2 miles WNW.	—, m. b.			625		1			Struck rocks of jetty and tilted; towed to station and leak repaired.
Sept. 8	78	$\frac{1}{4}$ mile N.	Anyemysata, cat.			400		1			Aground on flats; hauled into deep water and towed to Smith Point.
Do	322	$\frac{1}{4}$ miles S.	—, m. b.		Fish.	1,400	150	1			Engine disabled, while returning from fishing grounds; towed to sheltered water.
Sept. 9	11	1 mile N.	—					1	1		Man on rock cut off from mainland by tide brought ashore.
Do	28	4 miles E.	—, m. b.			300		5			Engine disabled; towed to sheltered water.
Do	30	$\frac{1}{4}$ mile W.	do.			200		7			Line in propeller, stranded; towed to Plymouth.
Do	32	$\frac{1}{4}$ mile NW.	No. 100, m. b.		Fish.	200	25	2			Engine disabled; towed in to a wharf.
Do	44	$\frac{1}{4}$ mile SE.	—, sfp.	14		2,500		2			Ran on bar; passed line and hauled off on rise of tide.
Do	89	$\frac{1}{4}$ mile NE.	Lawrence, m. b.			300		2			Lost all of gasoline through broken feed pipe; supply of fuel furnished.
Do	90	675 yards SSE.	Hydroairplane			12,000		2			Engine disabled; forced to alight on water; drifted ashore; hauled up on beach.
Do	97	$\frac{3}{4}$ miles N.	Lillian B., m. b.			3,500		34			Engine disabled, near shoal; towed to harbor.
Do	223	350 yards E.	Seneca, cat.			150		1	1		Capsize in fresh wind; picked up occupant and towed boat ashore.
Do	228	$\frac{1}{4}$ mile N.	Kumagain, m. b.	30		20,000		7			Engine disabled; towed to Fairport Harbor.

Do.	239.	7½ miles N.	Arabella, m. b.	18	25,000	2	Stranded; got off after much labor; towed to dry dock.
Do.	239.	7½ miles SW.	Gray V., m. b.	5	5,000	1	Got line in wheel and went high on beach; launched by means of skids.
Do.	274.	200 yards S.	Wasseta, m. b.		400		Parted line and went adrift; picked up and made fast at dock.
Do.	279.	½ mile S.	Lady Bug, m. b.		350		Parted line and stranded; pulled off and returned to mooring.
Sept. 10.	11.	1½ mile SW.	Enide, m. b.		300	1	Rudder unshipped and fouled propeller; made repairs and piloted boat to a wharf.
Do.	25.	1 mile W.	Agawan, m. b.		2,000	1	Engine disabled; towed to safety.
Do.	217.	¾ mile NE.	Standard, m. b.		8,000	6	Engine disabled; towed to pier.
Do.	217.	¾ mile N.	Gen. B., m. b.		3,000	2	Do.
Do.	235.	1 mile NW.	Mary Ann, m. b.		900	3	Engine disabled; towed to harbor.
Do.	280.	1½ miles E.	Sarra Doone, m. b.		2,500	2	Assisted in the rescue of a swimmer seriously injured by being dashed against rocks near Cliff House; man died on way to hospital.
Do.	324.	¾ mile NW.				1	Engine disabled; towed to a wharf.
Sept. 11.	14.	5 miles SW.	Sarra Doone, m. b.	6	1,200	2	Rescued man who had fallen overboard from rowboat; succor afforded.
Do.	25.	500 yards N.				1	Leaking and about to sink; picked up and towed to harbor.
Do.	44.	1 mile S.	S. P. No. 45, m. b.		10,000	5	Struck submerged obstruction, starting leak; towed to station.
Do.	97.	¾ mile S.	Blanche, m. b.		350	2	Engine disabled, stranded; assisted in floating also recovered boat's anchor.
Do.	152.	¾ mile S.	Annie Bell, m. b.	8	1,000	4	Engine disabled; towed to Southport, N. C.
Do.	193 and 194.	1½ mile, N.	Reba, m. b.		500	12	Engine disabled, drifting to sea; towed to Southport, N. C.
Sept. 12.	Seminole.	Fort Caswell, N. C.	—, m. b.		500	2	Unable to reach shore in strong wind; took off occupants and brought them and boat to land.
Do.	281.	2½ miles ENE.	—, skiff.		5	2	Set on fire by overturning of candle; crew partially overcome by smoke; revived on being carried out into air.
Do.	305.	200 yards S.	—, m. b.	14	5,000	4	Engine disabled; towed to Rockport, Mass.
Sept. 13.	22.	¾ mile NW.	—, m. b., and tow.		450	3	Do.
Do.	22.	2 miles N.	—, m. b.		175	1	Ran on shoal; pulled off; undamaged.
Do.	130.	2 miles SW.	Nanzietta, m. b.		3,000	2	Engine disabled, stranded; pulled off and towed to harbor.
Do.	232.	3 miles W.	John, m. b.		400	2	Shaft broken; towed to station dock.
Do.	241.	1 mile NW.	Margaret, m. b.		1,000	2	Engine disabled; towed to Cheboygan, Mich.
Do.	255.	1 mile SW.	—, m. b.		200	4	Drugged mooring in strong wind and choppy sea; towed to safe anchorage.
Do.	284.	¾ mile SE.	Clito, m. b.	23	2,400	1	Engine disabled; towed to yacht club.
Sept. 14.	25.	Near station.	Charlotte, m. b.		300		

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1913—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel	Cargo.				
1917.											
Sept. 14	155	1½ miles WSW	—, m. b.		Clams	\$300	\$15	3			Engine disabled, in danger of drifting to sea; towed to harbor.
Do.	289	½ mile WNW	Bimbo, m. b.			7,000		11			Engine disabled; towed to station and thence to mooring.
Do.	289	1 mile E.	Dorothy K., m. b.			300		1			Engine disabled; towed to shelter in harbor.
Sept. 15	22	1 mile NNE.	—, m. b.			150		2			Engine disabled; towed to shelter.
Do.	78	½ mile NW	—, m. b. and tow.		Meadow hay	800	80	2			Launch set on fire from engine, extinguished by boat's crew; helped anchor scow and got it under way next morning.
Do.	79	½ mile NE.	Baby S., m. b.			500		5			Went on shoal; worked into deep water.
Do.	125	½ mile W.	Now and Then, m. b.			200		5			Engine disabled; towed to safety.
Do.	196	½ mile SE.	Bateau.			25		2	2		Capsized; picked up boatmen from alongside and took them to station.
Do.	316	4 miles SSE.	Santa Clara, m. b.			1,050		1	1		Engine disabled, dangerously near breakers; taken in tow while engine was overhauled.
Sept 16	24	½ mile E.	Cholula, m. b.			1,000					Dragged mooring and stranded; pulled off and anchored.
Do.	25	½ mile SSW	Bob, m. b.			200		2			Engine disabled; towed to landing.
Do.	83	1½ miles W	Welcome, m. b.			300		5			Engine disabled; stranded; pulled aloft.
Do.	113	4 miles W. by S.	Dorcas, m. b.	7		1,200		8			Engine disabled while on fishing trip; towed to dock in Barnegat Harbor.
Do.	130	½ mile SE.	Anna Bell, slip.			125		1			Parted line, drifting to sea; picked up and safely anchored.
Do.	161	1½ miles NW	Nathan Lawrence, bge.	650				2	2	2	Parted topline and breeches buoy; took off crew with breeches buoy; succor and clothing furnished.
Do.	186	3 miles NE.	Annie Lena White, m. b.	13	Fish	600	500	2	2		Lost life in gale in danger of dragging ashore; took off crew and carried them to Hatters, N. C.
Do.	239	2 miles SW	Topsy, m. b.			500		5			Engine disabled; pulled off and towed to station.
Do.	280	½ mile E.	Agnes W., m. b.			250		2			Engine disabled; taken to safe mooring.

Sept. 15-17.	113	2 miles NNW	Francis, m. b.	2,000	8	Stranded in darkness; landed the six passengers, worked boat aloft and anchored her.
Sept. 16-17.	113	1 mile WNW	Budd, m. b.	6,000	5	Ran on sandbar; floated on rising tide.
Sept. 17	234	2 miles NW	—, m. b.	100	1	Engine disabled, occupant helplessly drunk; towed to dock.
Sept. 18	43 and 44	1 mile ESE	Cora M., m. b.	144	3	Strung leak and filled in high wind; crew landed in breeches buoy; vessel total loss, succor afforded.
Do.	44	1 mile NW	Victor III, m. b.	500	2	Strung a leak and sank at mooring; towed ashore, bailed out and re-towed to mooring.
Do.	300	1 mile NNW	Flora, m. b.	800	2	Ran on submerged crib, with raft of piles in tow; pulled off and towed to harbor.
Sept. 19	Unalga				1	Rescued and succored a man who had fallen overboard from a launch.
Do.	149	4 miles W	Tomaka, m. b.	4,000	5	Strung a leak and sank; floated and repaired.
Sept. 20	50	8 miles E	—, cal.	500		Went adrift, stranded; floated and towed to Cuttyhunk harbor.
Do.	139	1 mile ENE	Fenwick No. 52, m. b.	1,800	2	Stranded; pulled off by light keeper's boat, but sunk while in tow; pulled to pier and raised.
Do.	259	14 miles SE, by E	Lawrence, m. b.	1,500	4	Propeller broken, stranded; floated and towed to Leland harbor.
Do.	284	5 miles S	Capsicum, m. b.	1,000		Parted mooring and stranded in exposed place; released and towed to safe anchorage.
Do.	300	14 miles NE	Dorothy K., m. b.	800	2	Adrift with machinery disabled; towed into harbor.
Sept. 21	237	2 miles N	Cheney Sons, m. b.	600	2	Engine disabled; towed to harbor.
Do.	310	5 miles NNW	Agnes, m. b.	1,250	2	Engine disabled; towed to Hammond, Oreg.
Sept. 22	75	14 miles NW	Hibon, sibt.	150	2	Capsized, occupants reach shore in tender; righted boat, bailed it out, and towed it to station.
Do.	182, 183, 185, and 186	7 miles SW	Flossy M. Muir, m. b.	1,000	2	Stranded in Pamlico Sound; pulled aloft after part of cargo had been lightered and towed to safe anchorage.
Do.	250	3 miles W	—, m. b.	2,000	4	Engine disabled, in lake; towed in to a dock.
Do.	256	1 mile SW	Margaret, m. b.	600	2	Engine disabled; stranded; pulled aloft.
Do.	279	1 mile SE	Loretta, m. b.	300	3	Engine disabled, went ashore; pulled off and taken into harbor.
Do.	279	do	Betty B., m. b.	2,000	3	Do
Do.	281	14 miles N	Dolphin, jwl.	1,000	2	In breakers, dragging ashore; pulled up and towed to safe anchorage.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
Sept. 23.	9.	8½ miles NNE.	Comfort, m. b.			\$500		1	1	1	Steering gear disabled; went on ledge; worked off of rock and sent on way.
Do.	13.	2½ miles SE. by S.	Mystery, m. b.			400		4	4	4	Engine disabled; picked up and towed to harbor.
Do.	14.	5 miles SW.	Mystery, m. b.			400		4	4	4	Engine disabled; towed to Portsmouth for repairs.
Do.	25.	¼ mile NE.	—, dory.						3	3	Capsized; rescued 3 occupants and put them on board their vessel.
Do.	279.	2½ miles N.	Mavourneen, m. b.			1,500		3	3	3	Ran on rocks; pulled off into deep water.
Sept. 24.	176.	3 miles NW.	—, cat.			100		2	2	2	Dismasted in gale; towed to harbor.
Do.	236.	1 mile N.	—, m. b.			200		2	2	2	Stranded in surf; pulled off and towed to moorings.
Do.	306.	do.	Dove, m. b.			1,500		1	1	1	Broke adrift and went on rocks; floated and towed to Neah Bay.
Sept. 25.	38.	1 mile S.	Logan, bge.			20,000		5	5	5	Crew on wrecked barge in danger from heavy seas; taken off in boatwain's chair; cared for overnight.
Sept. 26.	20.	1 mile E.	—, sbt.			35		1	1	1	Brought fisherman in over bar and warned him of danger of fishing outside in small boat.
Do.	132.	¼ mile SE.	—, m. b.			1,000		7	7	7	Went aground in Detroit River to prevent collision with vessel ahead; assisted in floating.
Do.	239.	¼ mile SW.	Alice, m. b.			500		1	1	1	Went adrift from steamer; towed to safety.
Do.	310.	1½ mile NNW.	Fairmouth, m. b.	8		900		29	29	29	Stranded in dangerous position in fog; pulled off with difficulty, towed to port.
Sept. 27.	222.	4 miles N.							7	7	Carried from Padre Island to Point Isabel, Tex., 7 men endangered by high tide and sea.
Sept. 27-28.	80 and 82.	2½ miles E.							1	1	Found sick woman on beach 10 miles from her home; cared for her overnight, and took her home.

Sept. 28	Mackinac	Topsail Island	Nenamoosha, m. b.			1,000	15	Searched for and found launch missing for 24 hours, engine disabled; towed to Soo, Ontario.
Do	1	3 miles SE	—, m. b.			300	1	Batteries dead; towed to station; surfman went to Lubeck, procured new batteries and installed them.
Do	182	1½ miles N	Franklin D. Bell, sch.	6		400	2	Ran aground; floated and hauled out so that she could be repaired.
Do	240	4 miles NE	Frank, m. b.			1,500	3	Lost propeller; towed in to a dock.
Sept. 29	190	4 miles SW	—, m. b.		Fish	200	1	Engine disabled; towed to sheltered water.
Do	235	1½ miles N	—, m. b.			750	4	Engine disabled, stranded; pulled off and towed to repair shop.
Do	316	100 yards W	—, m. b.				1	With great difficulty rescued imperiled woman bather.
Sept. 30	Tioga	Quarantine anchor- age.	Comrade, m. b.			150	4	Rudder disabled in rough sea, boat in danger of filling; took occupants off and towed boat to a wharf; succor afforded.
Do	25	1 mile E	Fox II, m. b.			500	4	Engine disabled; towed to Dorchester, Mass.
Do	29	¾ mile SW	Hurtha, m. b.			250		Alarm at mooring; sinking; bailed out, and taken to safe place.
Do	76	¾ mile NNW	Namke, m. b.			1,200	3	Stranded; pulled aloft and put back in channel.
Do	88	8 miles E	—, m. b.			150	1	Engine disabled; towed to Amityville, N. Y.
Do	125	2 miles S	—, rowboat.			20	3	Unable to row ashore against wind and tide, about to go in breakers; rescued occupants and towed boats ashore.
Do	125	do	—, rowboat.			20	2	Do.
Do	191	2 miles SE	Hazel, m. b.			500	9	Engine disabled; towed to Moorehead City, N. C.
Do	235	1½ miles N	—, cat.			150	1	Capsized in squall; rescued boatman and towed boat to safety.
Do	235	¾ mile W	—, m. b.			300	1	Parted line in squall and went on beach; pulled off and taken to a slip.
Do	247	¾ mile NW	—, skiff.			20		Adrift and lakeward bound; picked up and restored to owner.
Do	307	2 miles W	—, dory.			35		Drifting to sea; picked up and towed to Westport, Wash.
Oct. 1	6	4 miles SE	—, m. b.			300	1	Rope fouled propeller; stranded and damaged rudder; repaired, and towed to a wharf.
Do	97	2 miles SW	Rose, m. b.			900	6	Engine disabled in choppy sea; towed to safe water.
Do	103	¾ mile S	—, m. b.			200	1	Capsized on sand bar, throwing occupants out; picked up boatman, towed boat to beach, and hauled it out.
Do	252	4 miles SW	Vireo, m. b.	20		5,000	3	Engine disabled in lake; towed to station.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
Oct. 1.....	274.....	3 miles W.....	Mae, m. b.....			\$2,000		3			Engine disabled; towed to harbor.
Do.....	280.....	7½ miles N.....	O. C. R., m. b.....			400		2			Engine disabled, in dangerous position; towed to dock.
Do.....	284.....	10 miles SSE.....	Sea Gull, m. b.....	9		1,200		2			Engine disabled in lake; towed to a wharf.
Oct. 1-2.....	313.....	¾ mile S. by W.....	Jack Burnham, m. b.....	15	General merchandise.			3	3	3	Stranded and became water-logged; rescued occupants by means of lines, succor and clothing furnished; vessel lost.
Oct. 2.....	Scout.....	Port Orchard, Wash.	Varene, m. b.....	5		500					Fossil drift; towed to Manette, Wash. and restored to owner.
Do.....	4.....	4½ miles NW.....	—, m. b.....			150		1			Engine disabled; towed to mooring.
Do.....	14.....	3 miles ENE.....	Mildred, m. b.....			350					Drifting to sea; towed into harbor and moored.
Do.....	256.....	¾ mile NE.....	—, m. b.....			500					Parted chain and stranded; pulled afloat and anchored in deep water.
Do.....	305.....	¾ mile W.....	Ukiwak, m. b.....	15	Merchandise and furs.	1,500	\$2,000	5			Stranded; ran keel aground; hauled up and took gear to safe anchorage.
Oct. 3.....	9.....	1½ miles N.....	—, m. b.....			200		1			Fuel pipe choked; engine dead and boat drifting on lee shore; picked up and towed to destination.
Do.....	305.....	¾ mile S.....	Trader, m. b.....	15	General merchandise.	5,000	2,500	5			Carried crew out to their vessel through surf and stood by while they got under way.
Do.....	305.....	1½ miles SW.....	—, ywl.....		Ship's stores.	200	150	2	2		Boat unable to reach its vessel, in danger of swamping; picked up and towed alongside.
Oct. 4.....	Arctata.....	Straits of Fuca.....	Niels Nielsen, Norwegian str.	4,410	General.	900,000	1,000,000	43			Stranded in fog; pulled afloat.
Do.....	25.....	¾ mile W.....	Elkko, m. b.....			400					Parted moorings; picked up and taken to safe anchorage.
Do.....	25.....	1 mile SW.....	Hydroairplane.			10,000		2			Capsized while making landing; towed out on mud flats near aviation station.
Oct. 5.....	150.....	1½ miles WSW.....	Peach, m. b.....		Fish.	175	20	5			Out of fuel; towed in over bar to safe anchorage.



Do.	247.	1 mile E.	Kumagin, m. b.			36,000	4		Dragged anchor in gale; towed to shelter of a dock.
Do.	255.	At station.	—, m. b.			100			Sunk in harbor; hauled out and hauled up on beach.
Oct. 7.	232.	200 yards N.	Grace Filer, British sch.			2,000	5		Lost most of canvas, and unable to make harbor; towed in.
Do.	232.	1½ miles NW.	Betty R., m. b.			500	2		Broke moorings; stranded and sunk; floated, taken to station and repaired.
Do.	233.	2 miles N.	Viola, slip.			300	9		Mainmast disabled; vessel unmanageable in lake; towed in to mooring.
Do.	235.	5 miles S.	Sea Gull, m. b.	13		800	2		Batteries dead while out in lake; towed into harbor.
Oct. 8.	9.	2½ miles E.	Gypsy, m. b.			100	1		Engine disabled; towed to station, thence taken in tow by private boat.
Do.	83.	2 miles ENE.	Nabob, m. b.			2,500	2		Stranded; floated and anchored in safe place and owner notified.
Do.	133.	2 miles ESE.	Newcomer, m. b.			1,800	8		Engine disabled; towed to harbor.
Do.	311.	½ mile E.	Buck, m. b.			630	1		Parted mooring; swamped and drifted against pier; hauled out on board.
Do.	311.	1 mile NW.	Bull Girl, m. b.			1,335	1		Rudder disabled; took boat to Flavel, Oreg., and beached it.
Oct. 9.	Andrescoggin.	Off Wood End Light	Pawnee, United States str.	75		25,000	23	23	Steering gear disabled; towed into Provincetown Harbor.
Do.	250.	1 mile E.	—, m. b.	8		2,200	5		Propeller fouled by fish nets; towed ashore and wheel cleared.
Do.	253.	3 miles W.	—, m. b.			100	1		Engine disabled; towed to a dock.
Oct. 10.	156.	Off station.	—, m. b.			1,200	6		Do.
Do.	232.	1½ miles WNW.	—, m. b.			500	2		Do.
Do.	232.	2½ miles WNW.	—, m. b.			400	2		Boiler flue choked; towed to harbor.
Do.	234.	8 miles S. by W.	Neptune, str.	11		1,000	2		Dragging toward surf; towed to shelter and moored.
Do.	233.	½ mile E.	Dryad, m. b.	16		1,800			Leaking and about to sink; bailed out and towed to safety.
Oct. 11.	29.	½ mile SW.	Hurtha, m. b.			250			Stranded; ran out anchor and took next parts off; boat towed to a dock next tide.
Do.	89.	2 miles NE.	Helen, m. b.			500	2		After laboring for 3 days floated kitchen and towed it to station.
Do.	137.	8 miles NE.	Floating Kitchen.		Telephone wire	100	8		Stranded; floated and towed to a wharf, man lost overboard.
Oct. 12.	23.	1½ miles NE.	C. & R. Tarbox, m. b.	22		5,500	3		Engine disabled; towed to boat yard.
Do.	25.	½ mile E.	James F. Furber, m. b.			1,500	2		Parted moorings; towed to safe anchorage.
Do.	25.	½ mile NNW.	Baltic, m. b.			1,000			Stranded, damaging rudder; pulled off and towed to station.
Do.	80.	3 miles NE.	Affinity, m. b.	8		2,500	4		Stranded in high sea; floated and towed to station.
Do.	125.	1 mile N.	—, rowboat.			25	2	2	Swamped, leaving men marooned on breakwater in gale; took men off and saved boat.
Do.	235.	1½ miles NW.	—, rowboat.			50	2	2	

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917. Oct. 6-13.	238.	5 miles NE	Glasgow, bge.	958				4	4		Towline parted in storm, leaving barges Glasgow and Adriatic helpless. Took crew off the Glasgow, but line in wheel of service boat compelled rescuers to seek shelter; meantime barges drifted several miles in darkness; found ashore next morning, and crew of Adriatic taken off with great difficulty; storm arising, 6 wreckers on Adriatic taken off; assisted in floating Adriatic; Glasgow probably not floated before spring. Station crew commended by headquarters.
Do.	238.	do.	Adriatic, bge.	915		\$200		11	11		Do. Parted line and stranded; floated and beached.
Oct. 13.	23.	1,000 yards N	—, m. b.			500		3			Dragged anchor and stranded; hauled off and moored.
Do.	24.	Off Nahant.	Emma M., m. b.			200		1			Mistayed and went ashore; pulled adrift and towed to safe anchorage.
Do.	25.	$\frac{1}{2}$ mile SE.	Saynot, cat.			250	Fish.	2			Engine disabled, drifting to sea; towed to harbor and anchored.
Do.	29.	2 miles E.	Hurthe, m. b.			2,000					Parted moorings and stranded; pulled off and towed to safety.
Oct. 14.	25.	$\frac{1}{2}$ mile NW	Iola, m. b.			300		7			Stranded while coming round; pulled off and towed outside breakwater and assisted in making sail.
Do.	283.	$\frac{1}{2}$ mile N.	Viola, slip.			50		3	3		Engine disabled, boat drifting to sea; picked up and towed to station, repairs made.
Do.	318.	$\frac{1}{2}$ mile S.	—, m. b.			20,000		2			Rope in propeller; wheel cleared and boat towed to safe anchorage.
Oct. 15.	25.	$\frac{1}{2}$ mile N.	Surfan m. b.	27		150		1			Engine disabled; towed to mooring.
Do.	23.	$\frac{1}{2}$ mile SE.	Anna B., m. b.			600					Dragged anchor; picked up when about to strand.
Do.	26.	1 mile ESE.	Flirt, slip.			5,000		2			Broken shaft; towed to Amityville, N. Y.
Do.	87.	2 miles NE.	Evelyn, m. b.	8							

Do.	219	2 miles SSE.	Gretchen, m. b.			800	2	Engine disabled; towed to a dock.
Do.	241	2 miles NW	Carrie, m. b.			100	2	Engine disabled in lake; towed to dock at Lakeside.
Do.	305	3 mile W.	Jewel Guard, m. b.	13	Merchandise.	3,000	4	Propeller fouled, stranded on bar; hauled off and wheeled.
Do.	305	1 1/2 miles S.	Standard, m. b.	5		2,000	1	Stranded while seeking shelter; ran lines and hove vessel off.
Oct. 16.	274	2 miles W.	Mae, m. b.			2,000	2	Engine disabled; towed to harbor.
Oct. 17.	Comanche and station 217.	Galveston Harbor.	Nueces, m. b.			5,000	4	Caught fire from explosion of gasoline, driving occupants overboard; lowered boats from cutter and rescued all hands; launch towed into shallow water by station crew.
Do.	12	4 miles SSE.	Elsie, m. b.			500	2	Engine disabled; towed to Isle of Solos.
Do.	234	1 1/2 miles NW.	—, m. b.			200	2	Engine disabled; towed in to a dock.
Oct. 18.	20	4 miles NE.	No. 149, m. b.			1,500	3	Engine disabled; towed to anchorage in Merrimac River.
Do.	28	2 miles NE.	—, m. b.			150	1	Broken shaft; towed into North River.
Do.	222	4 miles WNW.	—, stiff.			5	2	Picked up 2 small boys in lake 3 miles offshore, without oars and boat about to sink.
Do.	259	1 mile NNE.	—, stiff.				3	Picked up 3 children adrift in lake with but one oar.
Oct. 19.	25	3 mile NW.	Progress, m. b.			200	4	Engine disabled adrift in fleet; towed back to houseboat.
Do.	31	2 1/2 miles NW.	—, dory.			25	2	Adrift in strong wind without oars; brought ashore.
Do.	86	2 miles N.	Holly, m. b.			1,000	2	Stranded; worked afloat and piloted into safe harbor.
Do.	247	1 mile E.	Gladys, m. b.			300	1	Pounding against pier; vessel removed to place of safety.
Do.	276	100 yards E.					1	Rescued a teamster who had fallen into the water with his mule.
Oct. 20.	9	1 mile SSE.	No. 2, scow.	21	Machinery.	1,000		Unable to make headway in wind, drifting to sea; assisted towing vessel in getting scow to a dock.
Do.	14	3 miles SW.	Graybound, m. b.			200	1	Engine disabled; towed to safe anchorage.
Do.	176 and 177.	3 1/2 miles NW., station 176.	Tom Willis, m. b.			250	7	Stranded in gale; pulled afloat.
Do.	323	1 1/2 miles N.	—, slip.		Oysters.	75	3	Becalmed and drifting to sea; picked up and towed to Sausalito.
Do.	323	do.	—, slip.			125	2	Do.
Oct. 21.	Gresham.	Off False Cape.	Dorothy Palmer, sch.	2,872		300,000	15	Mistaken in heavy weather and compelled to anchor in dangerous position; picked up with great difficulty and towed into Hampton Roads.
Do.	88	300 yards SE.	Lydia C, m. b.			300	2	Stranded; ran line; started engine and hove boat afloat.
Do.	240	6 miles NE.	Guer, m. b.			750	3	Engine disabled; towed to a dock.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
Oct. 21.....	278.....	3 miles NE.....	Catherine G., m. b.....			\$500.....		1.....			Engine disabled, drifting to sea; towed to a slip.
Do.....	324.....								1.....		Resuscitated swimmer taken from surf in chilled and exhausted condition.
Oct. 22.....	25.....	$\frac{1}{2}$ mile SSE.....	Muriel B., m. b.....			300.....		3.....			Engine disabled; towed to Savin Hill.
Do.....	149.....	5 miles NW.....	Mattie K., m. b.....			2,000.....		5.....			Ran on rocks in the night; pulled afloat.
Do.....	238.....	1 mile N.....	Fred R., m. b.....	6.....		3,000.....		4.....			Engine disabled, stranded; floated and towed to Fairport, Ohio.
Do.....	311.....	12 miles NW.....	—, m. b.....			650.....					Dragged anchor, in danger of going on rocks; taken to safe anchorage.
Oct. 23.....	50.....	$\frac{1}{2}$ mile E.....	Reta, cat.....		Fish.....	500.....	\$50.....	2.....			Engine disabled, stranded in dangerous position; floated and taken to harbor.
Do.....	221.....	4 miles N.....	Hulda, m. b.....			350.....		4.....	4.....		Blown ashore in gale; occupants drowned by boarding seas; took all hands off; boat later floated by owner.
Do.....	268.....	2 $\frac{1}{2}$ miles S.....	Helen Christine, m. b.....			3,000.....		2.....			Engine disabled; towed into harbor.
Do.....	276.....	100 yards N.....	Jumbo, scow.....		Coal.....	1,000.....	150.....	3.....	3.....		Parted line, drifting toward falls; towed to safety.
Do.....	278.....	1 $\frac{1}{2}$ miles SE.....	—, m. b.....		Supplies.....	300.....	25.....	5.....	5.....		Engine disabled in lake during storm; drifted in to breakers; pulled off and towed to safety.
Do.....	280.....	6 miles NE.....	May Queen, m. b.....	14.....		3,500.....		4.....	4.....		Engine disabled in lake in storm; picked up and towed to harbor.
Oct. 24.....	24.....	$\frac{1}{2}$ mile ESE.....	—, m. b.....			300.....					Broke mooring in high wind and sea and went on beach; hauled clear of surf.
Do.....	24.....	$\frac{1}{2}$ mile SE.....	—, m. b.....			100.....					Parted mooring in gale; hauled out above tide.
Do.....	24.....	1 $\frac{1}{2}$ miles off Nahant.....	—, m. b.....			150.....		2.....			Engine disabled in gale; picked up and towed to a wharf.
Do.....	25.....	$\frac{1}{2}$ mile N.....	—, rowboat.....			25.....		3.....	3.....	3.....	Capsized while boarding yacht; rescued boatmen and gave them succor.
Do.....	31.....	300 yards S.....	Claretta, m. b.....			200.....					Parted mooring and went on beach; hauled up clear of surf.

Do.....	56.....	100 yards ESE.....	Catharine Boran, bge.	431.....	.....	.....	1.....	1.....	Parted towing hawser in gale and stranded, becoming total loss; took off man on board.
Do.....	61.....	½ mile SE.....	Elsie, m. b.....	.....	.....	1,000.....	2.....	.....	Parted mooring and stranded; hauled off with black and tackle.
Do.....	84.....	60 yards NE.....	Owl, m. b.....	.....	.....	100.....	.....	.....	Parted line in gale and stranded; pulled off and secured at a dock.
Do.....	84.....	80 yards NNE.....	Edna, cat.....	.....	.....	150.....	.....	.....	Dragged mooring and stranded; worked to a dock and secured.
Do.....	107.....	½ mile NNE.....	Ona, slbt.....	.....	.....	200.....	.....	.....	Parted cable in rough sea and went against dock, made temporarily secure.
Do.....	223.....	100 feet W.....	Windsor, str.....	103.....	.....	7,000.....	3.....	.....	Chain parted in high sea and vessel drifted into draw of bridge; worked out of channel and secured at river bank.
Do.....	241.....	2 miles NE.....	Audrey H., m. b.....	9.....	.....	3,000.....	1.....	.....	Engine disabled by heavy sea; towed 7 miles to Sandusky.
Do.....	278.....	2½ miles ENE.....	Kate, m. b.....	.....	.....	500.....	3.....	.....	Out of fuel; towed to harbor.
Oct. 25.....	255.....	1 mile S.....	Mary Kirk, m. b.....	.....	.....	650.....	6.....	.....	Engine disabled; towed to place where repairs could be made.
Do.....	268.....	1½ miles E.....	U-2, m. b.....	.....	Freight.....	500.....	6.....	.....	Engine disabled; towed to station.
Do.....	276.....	400 feet NE.....	Little Jumbo, scow.....	.....	Coal.....	1,000.....	2.....	2.....	Broke adrift above falls; picked up and towed to safety.
Do.....	280.....	7 miles NE.....	May Queen, m. b.....	14.....	.....	3,700.....	3.....	.....	Engine disabled because of inferior gasoline; towed to Chicago.
Do.....	284.....	300 yards SE.....	Vagabond, slp.....	.....	.....	450.....	.....	.....	Parted mooring and set on sea wall; picked up and moored.
Oct. 26.....	25.....	½ mile NW.....	Arlene, m. b.....	.....	.....	300.....	.....	.....	Parted mooring in gale and stranded; pulled off and towed to yacht club.
Do.....	25.....	½ miles NW.....	Thalia, slp.....	.....	.....	600.....	.....	.....	Parted mooring and stranded; pulled off and towed to boat yard.
Do.....	29.....	2 miles S.....	—, m. b.....	.....	.....	250.....	.....	.....	Parted mooring and stranded in surf; worked into deep water and taken to harbor.
Do.....	29.....	300 yards SE.....	—, rowboat.....	.....	.....	15.....	2.....	2.....	Capsized in surf; boatman rescued and boat recovered.
Do.....	92.....	½ mile NW.....	Skip Jack, m. b.....	.....	.....	300.....	.....	.....	Adrift, collided with dock and sunk; towed to station landing and pumped out.
Do.....	184.....	2½ miles NW.....	Myrtie Ruth, slp.....	.....	.....	250.....	6.....	.....	Sunk in strong wind while at anchor; pulled out on shore.
Do.....	247.....	½ mile E.....	Virginia, m. b.....	.....	.....	150.....	.....	.....	Dragged toward sea wall in gale; taken to shelter of station crib and moored.
Do.....	256.....	300 yards E.....	Shamrock, m. b.....	.....	.....	500.....	.....	.....	Dragged anchor; towed into deep water and left secure.
Do.....	274.....	800 feet E.....	Hyfathis, m. b.....	.....	.....	250.....	.....	.....	Parted mooring and stranded; pulled afloat and taken to anchorage.
Oct. 27.....	25.....	½ mile N.....	Bohemia, ywl.....	.....	.....	900.....	3.....	.....	Parted line in gale and stranded; pulled off and towed to safety.

## REPORT OF THE COAST GUARD.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
Oct. 27.	28.	1 mile NW.	—, rowboat.			\$25		2	2		In dangerous position; towed to safe water.
Do.	28.	do.	—, rowboat.			25		2	2		Swamped; rescued occupants and recovered boat.
Do.	31.	2½ miles S.	—, m. b.			250					Sunk at moorings in gale; pulled ashore and hauled out.
Do.	236.	400 yards S.	—, m. b.			350		6			Engine disabled; towed to safety.
Do.	268.	2½ miles E.	—, scow.			2,500					Parted line, stranded and filled; pumped out and taken to dock.
Do.	274.	700 yards NW.	Sacagawa, m. b.			200	\$300	1			Engine disabled; towed into harbor.
Oct. 24-28.	82.	3 miles W.	Lillian, m. b.			1,500		2			Stranded; worked aloft.
Oct. 28.	25.	1 mile NW.	Rosalie, m. b.			400		1			Engine disabled; towed to a boat yard.
Do.	25.	1 mile VNW.	Mary S, m. b.			400		1			Stranded; worked aloft.
Do.	25.	At station.	Neomee, m. b.			300		4			Engine disabled; towed to Dorchester.
Do.	25.	2 miles W.	Frances, m. b.			300		2			Engine disabled; towed to safe mooring.
Do.	113.	2 miles ENE.	Elinor, m. b.	8		700		4			Engine disabled at sea; towed to harbor.
Oct. 29.	22.	2 miles N. by W.	Marie, m. b.			650		2			Engine disabled; towed to Rockport, Mass.
Do.	25.	1 mile SW.	Indome, m. b., and tow			500		1			Engine disabled; towed to Dorchester.
Do.	191.	2 miles NW.	Robert Lee, m. b.			500		1	1		Engine disabled in gale; towed to dock at Moorhead Cut, N. C.
Do.	217.	1 mile SE.	Mary, m. b.			700		3			Engine disabled; picked up and towed to pier.
Do.	221.	1 mile NE.	Peggie, m. b.			400		4	2		Unable to enter harbor in gale, stranded in dangerous position, occupants in great peril; rescue effected, and boat taken to safety.
Do.	222.	4½ miles NW.	Lone Star, slip.			600		3	3		Leaking badly in storm; took off occupants, and conveyed them and boat to Point Isabel, Tex.
Oct. 30.	24.	1½ miles S.	Florence C, m. b.			250					Swamped by seas while moored; taken to a slip, baled out and secured.
Do.	24.	1½ miles N.	Three motorboats.			1,000					Engulfed in storm while at mooring; hauled out and made secure.

Do.....	25.....	1/2 mile N.....	Baltic, m. b.....	.....	.....	.....	1,000.....	.....	.....	Parted mooring in gale; picked up and taken to safety.
Do.....	25.....	do.....	Irex, ywl.....	.....	.....	.....	3,000.....	.....	.....	Parted line in gale; picked up and taken to safe anchorage.
Do.....	29.....	1/2 mile W.....	Golden Rod, m. b.....	.....	.....	.....	600.....	.....	.....	Drugging in gale; picked up in time to prevent stranding, and taken to anchorage.
Do.....	83.....	1 1/2 mile ENE.....	Roamer, m. b.....	.....	.....	.....	600.....	1.....	.....	Missed mooring and stranded; pulled up on beach and clear of surf.
Do.....	108.....	1/2 mile W.....	Niald, m. b.....	.....	.....	.....	1,500.....	.....	.....	Dragged ashore on meadows; pulled off and taken to safety.
Do.....	261.....	8 miles NE.....	Rising Sun, str.....	.....	.....	.....	.....	42.....	2.....	Gave restorative treatment to woman taken from the water unconscious, following the capsizing of a boat in which she and others had abandoned the str. Rising Sun; also took off man left on wreck; vessel and cargo valued at \$16,000, lost.
Oct. 31.....	4.....	1 mile N.....	—, m. b.....	.....	.....	.....	100.....	.....	.....	Parted mooring in gale and stranded; worked afloat and anchored.
Do.....	290.....	4 1/2 miles NW.....	Tillie E., str.....	17.....	.....	.....	3,400.....	3.....	.....	Ashore and pounding heavily; floated by use of tackle.
Nov. 2.....	Unalga.....	Los Angeles Harbor.....	Governor, str.....	5,218.....	General.....	1,500,000.....	25,000.....	420.....	.....	Collided with breakwater in fog; pulled off; proceeded to harbor under own power.
Do.....	274.....	1/2 mile N.....	—, skiff.....	.....	.....	.....	10.....	2.....	2.....	Drifting out into lake without oars; picked up and brought into harbor.
Nov. 3.....	26.....	1 1/2 miles W.....	Witchcraft, m. b.....	.....	.....	.....	1,000.....	2.....	.....	Engine disabled; towed to safety.
Do.....	83 and 84.....	5 miles W.....	Elinora Hill, m. b.....	19.....	Fish.....	.....	1,200.....	5.....	.....	Stranded; planted anchor and floated vessel.
Do.....	233.....	Near Station.....	Derrick boat.....	.....	.....	.....	4,000.....	3.....	.....	In danger of being swamped by boarding seas; taken to sheltered water.
Do.....	257.....	1/2 mile N.....	Lillian and May, str.....	.....	.....	.....	2,000.....	5.....	.....	On fire at dock; flames extinguished before much damage had been done.
Do.....	290.....	4 miles NW.....	Bessie Louise, m. b.....	10.....	Farm produce.....	.....	1,000.....	400.....	1.....	Engine disabled; repairs made.
Nov. 3-4.....	137.....	1 mile W.....	Erma, m. b. and tow.....	.....	.....	.....	1,400.....	1.....	.....	Rudder broken; towed to harbor.
Nov. 4.....	310.....	1/2 mile ESE.....	Fearless, m. b.....	.....	.....	.....	50.....	8.....	8.....	Engine disabled; fouled trap piling; in danger of sinking; took off occupants and towed boat to station.
Nov. 6.....	253.....	1/2 mile W.....	Billy, m. b.....	.....	.....	.....	100.....	3.....	.....	Engine disabled; towed into harbor.
Nov. 7.....	9.....	1/2 mile E.....	Myra, m. b.....	.....	.....	.....	150.....	.....	.....	Parted mooring and drifted seaward; towed back to wharf.
Do.....	88.....	1/2 mile SW.....	—, m. b.....	.....	.....	.....	500.....	2.....	.....	Engine disabled; made necessary repairs.
Do.....	324.....	400 yards NW.....	.....	.....	.....	.....	.....	.....	1.....	Rescued and sent to hospital a woman who had entered the surf to commit suicide.
Nov. 8.....	186.....	2 miles NW.....	Margaret G, m. b.....	.....	.....	.....	400.....	2.....	2.....	Engine disabled; towed to station; occupants sheltered over-night; engine repaired.
Nov. 10.....	8.....	3 miles NNE.....	Dog, m. b.....	.....	.....	.....	150.....	.....	2.....	Engine disabled; towed to harbor.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
Nov. 10.....	187.....	2 miles NW.....	—, m. b.....			\$200.....		4.....			Engine disabled; repairs made.
Do.....	288.....	14 miles N.....	Morning Star, m. b.....			1,600.....		9.....			Engine disabled; towed to harbor.
Nov. 11.....	89.....	2 miles E.....	Ruth, m. b.....			1,000.....		2.....			Ran aground; pulled off and piloted into deep water.
Do.....	283.....	½ mile E.....	—, skiff.....			65.....		2.....	2	2	Capsized when boatmen changed seats; took men from water and picked up boat; clothing furnished.
Nov. 12.....	14.....	1 mile SSW.....	—, m. b.....			300.....		1.....	1	1	Batteries dead; boat in danger in strong wind and choppy sea; occupant frightened and suffering from cold; towed launch to safe anchorage and succored boatman.
Do.....	318.....	1 mile S.....	—, m. b.....			500.....		2.....			Engine disabled; picked up and towed to wharf.
Nov. 13.....	4.....	¾ mile NW.....	—, m. b.....			300.....		1.....			Engine disabled; towed to sheltered water.
Do.....	103.....	1½ miles N.....	—, skiff.....			200.....					Adrift; pulled out on beach and held for claimant.
Do.....	313.....	1 mile S by W.....	Rogue, m. b.....	12.....	General.....	5,000.....	\$3,000.....	3.....	3	3	Engine disabled and steering gear carried away by heavy sea; picked up and towed to safety.
Nov. 14.....	Arctia.....	Straits of Fuca.....	Tempest, str., and tow	36.....	Fuel oil.....	14,000.....	4,000.....	7.....			Engine disabled; towed in to a wharf.
Do.....	48.....	Near Brant Point Light.....	B. I. Hazard, sch.....	392.....	Coal.....	10,000.....	5,000.....	5.....			Stranded; assisted in floating; towed to harbor.
Nov. 13-15.....	288.....	28 miles NW.....	Franc Miner, sch.....	45.....		700.....		2.....			Sprang leak and sank alongside dock; helped raise boat and pump it out.
Nov. 16.....	89.....	2 miles E.....	—, m. b.....			150.....		1.....			Stranded; worked afloat.
Do.....	139.....	1½ miles ENE.....	Erna, m. b.....			650.....		2.....			Capsized in strong wind and rough sea; occupant saved himself by swimming; boat picked up by station crew.
Do.....	193 and 194.....	4 miles NW. by W.....	Gwendolen Warren, sch.....	275.....	Molasses.....	55,000.....	10,000.....	7.....			Miscrook light and stranded; helped make sail and work vessel off; piloted her to Southport, N. C.
Do.....	290.....	6 miles NW.....	Bessie Louise, m. b.....	10.....	•.....	1,000.....		1.....			Engine disabled; towed to place of safety.
Nov. 17.....	233.....	1 mile NE.....	Samson, Jr., m. b.....			500.....		2.....			Engine disabled; towed to safety.



Nov. 18.	9.	1 mile E.	—, rowboat.			20	1	1	1	
Do.	126.	2½ miles N.	Roamer, m. b.			600				Picked up boatman who had gotten into dangerous position while searching for friends that had failed to return ashore in season.
Do.	203.	1 mile SW.	—, m. b.			600	29			Stranded; floated; went adrift; picked up and held for owner.
Do.	236.	¼ mile S.	—, m. b.			300	6			Engine disabled; towed to safety.
Do.	318.	¼ mile S.	Snorting Liz, m. b.			500	7			Engine disabled; towed to mooring.
Nov. 18-19.	16.	2½ miles SW.	Mary Mack, m. b.			250	5	7	3	Pulled afloat; succor afforded.
										Stranded; floated and m o o r e d ; grounded a second time; floated and beached; and later launched and anchored; 3 given succor.
Nov. 19.	28 and 29.	7 miles E.	Caterina, m. b.	8 Fish.		2,000	40			Rudder lost and engine disabled; picked up and towed to Green Harbor.
Do.	240.	2 miles NE.	Fred R., m. b.			1,000				Engine disabled at sea; picked up and towed to a dock in harbor.
Do.	241.	2½ miles ESE.	Alton, m. b.	Fish.		1,200	25			Engine disabled in lake; towed to Lakeside.
Do.	279.	2½ miles N.	Doll, m. b.			150				Engine disabled in lake; towed to safe shore.
Nov. 20.	23.	2½ miles SE.	Maria Di Libera, m. b.			3,700				Engine disabled, drifting toward rocky shore; picked up and towed to Gloucester.
Do.	236.	7 miles NNW.	Willis W., m. b.	8		1,300				Engine disabled in lake; towed to Erie Harbor.
Do.	239.	1 mile NNW.	Don, str.	11		3,000				Crank shaft broken, drifting toward breakwater, towed into Cuyahoga River.
Do.	240.	1½ miles SW.	Constance, m. b.			5,000				Engine disabled in lake; towed in to a dock.
Do.	256.	3 miles SSE.	—, lgt.	50		300				Dragged anchor and stranded; pumped out and pulled afloat.
Nov. 21.	45.	5 miles SW.	Little Annie, m. b.			500				Engine disabled; towed into harbor.
Do.	48.	¾ mile SE.	Grise, m. b.	Fish.		400	30			Engine disabled; towed to Nantuxet.
Nov. 22.	87.	2 miles NE.	—, Sharple.			25		2	2	Rescued man whose boat had drifted away, leaving him on sand bar in rising tide; boat also recovered.
Do.	209.	4 miles NE.	—, m. b.	5		700				While trying to free fouled anchor, lost propeller; picked up, towed in near beach, and turned over to another boat.
Do.	217.	5 miles E.	—, m. b.			150				Out of fuel in strong breeze; towed to a pier.
Do.	234.	¼ mile W.	—, rowboat.					1	1	A leak and without oars, capsized; picked up boatman alongside; succor afforded.
Nov. 23.	83.	1 mile NNE.	Active, m. b.			2,000				Stranded in fog; pulled off into deep water.
Nov. 25.	217.	15 miles W.	Independence, m. b.			500				Crankshaft broken; out of provisions; towed to port.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917											
Nov. 25.....	268.....	5 miles S.....	Edna May, m. b.....	9.....	Furniture.....	\$1,200.....	\$600.....	5.....	.....	.....	Batteries dead in lake; towed to harbor.
Do.....	304.....	1 mile NE.....	Ernest Le Duc, str.....	9.....	.....	1,500.....	.....	6.....	.....	.....	Engine disabled; towed in to a dock.
Nov. 26.....	266.....	$\frac{1}{2}$ mile W.....	Spray, m. b.....	5.....	Gravel.....	400.....	10.....	2.....	.....	.....	Do.
Nov. 28.....	14.....	$\frac{1}{4}$ miles SSW.....	Beauty of St. Joseph, m. b.....	5.....	Fish.....	1,800.....	75.....	4.....	4.....	1.....	Lost rudder in snowstorm and high sea; picked up and towed ashore and made repairs; member of crew succored.
Do.....	191.....	1 mile E.....	Louise, m. b.....	26.....	.....	5,000.....	.....	13.....	.....	.....	Engine disabled; towed to Moorehead City, N. C.
Do.....	196.....	3 miles E.....	Bessie Pace, m. b.....	.....	.....	900.....	.....	2.....	.....	.....	Broke shaft; stranded; towed to sheltered water and anchored.
Do.....	247.....	$\frac{3}{4}$ mile E.....	Isben, m. b.....	.....	.....	800.....	.....	3.....	.....	.....	Engine disabled; towed to a dock in harbor.
Do.....	256.....	$\frac{1}{2}$ mile SSW.....	Sea Wing, m. b.....	.....	.....	800.....	100.....	4.....	.....	.....	Do.
Nov. 30.....	318.....	$\frac{1}{2}$ mile N.....	Flora, m. b.....	.....	.....	200.....	.....	1.....	.....	.....	Engine disabled, blown ashore; balled out; pulled off, and towed to a wharf.
Dec. 1.....	62.....	$\frac{3}{4}$ miles N.....	Martha D. Reid, sch.....	50.....	Sand.....	1,000.....	100.....	3.....	.....	.....	Parted cable and stranded; floated, made sail, raised anchor, and helped get under way.
Do.....	80.....	$\frac{1}{2}$ mile NW.....	—, m. b.....	.....	.....	500.....	.....	3.....	.....	.....	Engine disabled; boarded boat and made repairs.
Dec. 2.....	30.....	1 mile SSW.....	Babara, m. b.....	.....	.....	3,000.....	.....	.....	.....	.....	Went adrift and stranded; assisted in towing to Clarks Island.
Do.....	122.....	2 miles NNW.....	Rosie, m. b.....	.....	.....	100.....	.....	2.....	2.....	2.....	Stranded; took off occupants and succored them over night.
Do.....	212.....	$\frac{1}{2}$ mile N.....	United States Navy Aeronautic Station, m. b.....	.....	.....	10,000.....	.....	7.....	.....	.....	Broke shaft; taken in tow and turned over to a navy boat.
Dec. 3.....	238.....	28 miles W.....	Alice, m. b.....	12.....	.....	1,100.....	.....	3.....	3.....	.....	Engine disabled, in lake; unable to reach harbor with improvised sail; towed in.
Do.....	238.....	24 miles N.....	Pigeon, m. b.....	8.....	.....	250.....	.....	2.....	.....	.....	Water in gasoline; towed into harbor.
Dec. 4.....	83.....	11.....	Aeroplane.....	.....	.....	10,000.....	.....	2.....	.....	.....	Engine disabled; towed to safety.
Do.....	236.....	30 miles NE.....	Dorothy, m. b.....	5.....	Fish.....	500.....	60.....	3.....	.....	.....	Batteries dead; found after long search in lake and towed to harbor.

Dec. 5.....	58.....	2 miles NNW	Tuna, m. b.....			1,000	1.....	Sunk in ice; floated, temporarily repaired, and towed to Avondale, R. I.
Do.....	105.....	500 yards ENE	—, m. b.....		Fish.....	350	2.....	Filled; hauled out on beach.
Dec. 6.....	194.....	1½ miles E	St. Paul, sch.....	14.....		2,000	2.....	Dragged seaward in faster; picked up and towed to safety by hard work.
Dec. 8.....	48.....	8 miles SE	Annie, m. b.....			500	2.....	Engine disabled; towed into Narragansett.
Do.....	123 and 125.....	¾ mile NNE	No. 8, piledriver.....				2.....	Cut adrift by tug Eugene Moran in gale, and stranded; took off crew under circumstances of extreme difficulty and danger; succor and clothing furnished. The tug foundered with all on board, 12 in number. Piledriver valued at \$60,000.
Do.....	189.....	1 mile NW	Maggie E. Davis, m. b.....	16.....	Wood.....	600	4.....	Dragged on shoal; floated and run into deep water.
Do.....	256.....	200 yards S.	—, m. b.....			300	2.....	Took 2 nearly frozen men off launch, anchored near station; succor afforded.
Dec. 9.....	Scout.....	Washington Sound.....	Norine, m. b.....	8.....	Lumber.....	600	2.....	Circulating pump broken; towed to Anacortes and turned over to tug.
Do.....	60.....	3 miles S.	Ella, m. b.....			900	2.....	Parted line and stranded; in danger of pounding to pieces; floated, taken to harbor and moored.
Do.....	73.....	1 mile N	Gen, m. b.....			500	2.....	Stranded; engine disabled; floated and sent on way.
Do.....	139.....	4 miles NNE	Leora M. Thurlow, sch.....			20,000	6.....	Cable about to break and leave vessel on rocks; took off crew and put them back on board when weather moderated.
Do.....	221.....	1 mile NW	Gypsy, m. b.....	11.....	General.....	3,500	11.....	Engine disabled; towed to wharf. Lost oar while crossing river in ice; towed to a dock.
Do.....	263.....	160 yards E	Skiff.....				1.....	Unable to proceed in slush and ice; hauled alongside pier.
Do.....	263.....	100 feet NE	—, skiff.....				1.....	Stranded; lashed station boat alongside and floated vessel.
Dec. 9-10.....	263.....	2 miles NNW	Zar, m. b.....	30.....		12,000	2.....	Stranded; floated and safely anchored.
Dec. 10.....	47.....	½ mile NE	Daisy, cat.....			100	1.....	Stranded, fast in ice; took occupants off and notified their families.
Do.....	86.....	5 miles NE	—, m. b.....			500	3.....	Went on shoal and sunk; crew reached station in open boat, exhausted and half frozen; succor afforded for several days; boarded vessel and brought her to safety.
Do.....	181, 182, 183, and 185.....	30 miles W	Lulu M. Quillin, m. s.....	129.....	Lumber.....	2,500	3.....	Stranded; pulled aloft and sent on way.
Do.....	192.....	1 mile W	Judy, m. b.....			8,000	3.....	Stranded; pulled off into deep water.
Do.....	208.....	Hillsboro Inlet	Mangrove, sch.....	42.....		2,000	6.....	Carried adrift by ice; returned to a mooring.
Do.....	279.....	700 feet S.	Outlaw, slip.....			300	5.....	Engine disabled; towed to a dock.
Dec. 11.....	Guard.....	Sheep Island.....	City of Anacortes, m. b.....	15.....	Mail and freight.....	6,000	5.....	

Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
Dec. 11.	6.	4 miles WSW.	Sparkie, m. b.			\$500					Parted mooring and stranded; floated and towed to a dock.
Do.	217.	4 miles NW.	Floy Della, sch.		General.	500	\$500	2			Sails blown away; stranded; hove afloat at high tide and towed to Galveston.
Do.	274.	5 miles N.	Comet, m. b.			200					Went adrift in lake in storm; went out on tug and brought boat in.
Dec. 12.	191.	1 mile NE.	Mamie, m. b.			200		1			Engine disabled; adrift in channel; towed to Beaufort, N. C.
Dec. 10-13.	280.	5 miles SW.	G. W. Joyce, m. b.	25		7,000		4			Ice down and sunk; built frame around vessel and raised her with jack screws after 4 days' hard labor. Found man and team on beach, exhausted by travel in storm; succored at station.
Dec. 13.	110.	1 mile S.							1	1	Went out to attend nets and failed to return; found after long search, badly disabled; towed to harbor.
Do.	280.	8 miles SE.	May Queen, m. b.	14		4,000		3			Stranded on reef; shifted cargo, worked afloat, piloted to safe water, and given sailing directions.
Do.	280.	1 mile NW.	Lucile, m. b.	18	Freight.	3,000	1,000	2			Stranded in snowstorm; floated and towed to Elizabeth City, N. C.
Dec. 14.	Carolina, launch.	7 miles S.	George C. Vandershire, sch.	28		1,800		3			Went on rocks and filled; hauled clear and towed to safety.
Do.	9.	1 1/2 miles W.	Grace E., m. b.			100					Stranded in gale; floated and anchored in safe place.
Do.	47.	2 miles NE.	Baltic, m. b.			300					Stranded; hove off into deep water; towed a second time; floated and towed to harbor.
Do.	187.	2 miles NW.	Annie Edward, sch.	25	Wood.	1,000	125	6			Engine disabled at sea; unable to make headway in gale with oars; towed to harbor.
Dec. 15.	105.	4 miles SE.	—, m. b.			450		2	2		Ran aground; pulled off and towed to safe anchorage.
Do.	188.	5 1/2 miles NE.	Annie Edwards, sch.	25	Wood.	1,000	150	3			Engine disabled; went on reef; floated with anchors and cables.
Dec. 17.	181.	1 1/2 miles W.	Swastica, m. b.	7		500		8			



*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917. Dec. 31.....	155.....	2 miles N.....	Carrie B., slp.....	10.....	Oysters.....	\$500.....	\$500.....	2.....	2.....	2.....	Fast in ice: freed with great difficulty and taken to harbor; fuel and food furnished.
1918. Jan. 1.....	7.....	3½ miles NE.....	Edna, slp.....	10.....		1,500.....		3.....			Fast in ice, engine disabled and rudder head broke: freed and taken to wharf.
Do.....	241.....	Off Kelleys Island.....							1.....	1.....	A young man and 3 small boys left Kelley's Island for Marblehead on an iceboat in a snowstorm; station crew spent the entire night searching for them: found the man about midforenoon next day, helpless and badly frostbitten; got him ashore with great difficulty and gave him medical treatment and succor: found body of 1 boy frozen stiff; bodies of other boys not found, supposed to have fallen into ice fissure. Services of station crew performed under circumstances of extreme peril.
Do.....	310.....	6 miles E.....	Fairmount, m. b.....	8.....		1,000.....		1.....	1.....	1.....	Struck log and lost propeller, drifted into surf; took off occupant and later saved boat.
Jan. 1-2.....	286.....	½ mile N.....	Swan, m. b.....	8.....		2,200.....					Sunk by ice at dock; raised by means of chain sling and pumped out.
Jan. 2.....	156.....	10 miles W.....	Onset, m. b.....			600.....		2.....			Fast in ice and out of provisions; picked up and towed to station.
Do.....	306.....	6 miles NW. To- toosh Island.	Ruby, m. b.....		Groceries.....	700.....	50.....	2.....			Engine disabled; picked up and towed to Neah Bay.
Jan. 3.....	212.....	½ mile E.....	Hydroplane No. 363.....			12,000.....		2.....			Disabled and adrift; picked up and towed to aviation station.
Do.....	310.....	3 miles E.....	Motorboat and tow.....	5.....		800.....		1.....			Engine disabled; both vessels stranded; floated houseboat and towed it to mooring, then kedged off launch and towed it to safety.

## REPORT OF THE COAST GUARD.

271

Jan 3-4	280-281	7 miles SE.	Teal, m. b.	8	Merchandise.	800	200	2	2	2	2	Engine disabled in late; went out in storm and took men off and landed them at station 200; boat played up by station 230; succor hauled out on fast in ice; freed and hauled out on wharf.
Jan. 4	11	1 mile W.	—, m. b.			400	1					Fast in ice; freed and hauled out on wharf.
Jan. 5-6	60	2½ miles E. by S.	Clarence Blakeslee, str.	87	Provisions		11	11	11	11	11	Set afloat by ice and sunk at anchor; crew taken off by boat and succored; vessel total loss.
Jan. 6	Tloga	Canton Hollow	Sparrow, m. b.		Supplies	5,000	50	2				Fast in ice, engine disabled; towed to a wharf.
Jan. 7	155	3 miles NW	—, slip.		Oysters	500	300	2				Fast in ice; freed and taken to harbor.
Jan. Do.	222	1½ miles NW	Charlotte, m. b.			400	18					Engine disabled; picked up and towed to Point Isabel.
Do.	316	¾ mile E.	Mayflower, m. b. and tow.	8		3,200	2					Ran on submerged ledge; floated with outside help.
Do.	323	1¼ miles NW	Tango, m. b.	40		15,000	50	32				Engine disabled; stranded; pulled off and towed to Fort Baker; repaired engine and carried mail and passengers to Point Bonita.
Jan. 11	Scout	Off Point Demmock	Doe, m. b.			400		1				Engine disabled; towed to Everett, Wash., for repairs.
Do.	Tuscorora and Sta. 50.	4 miles E.	White Cap S. P. No. 340, str.	303		125,000	22					Carried ashore in ice; ran lines and took soundings; vessel floated on high tide by cutter and scout boat.
Do.	217	3 miles N.	Resolute, slip.		Oysters	400	75	3	3	3	3	Blown ashore in gale; waded out to vessel and brought occupants ashore, all suffering badly from exposure; sloop floated next day and towed to a wharf.
Do.	235	2 miles S. by W							59			Fishermen cut off from shore by crack in ice; using ice skiff, carried to safety 59 men, 11 dogs, and 14 sleighs.
Jan. 12	Tloga	Baltimore	James C. Clark, sch.	37		1,000	3					Collided with another vessel while changing anchors in squall; towed clear and moored.
Do.	5	¾ mile SSW	—, dory.			10	1	1	1	1	1	Caught in heavy sleet storm, in danger of going into breakers, nearly swamped; picked up and towed to a dock.
Do.	11	2 miles N.	Roger Drury, sch.	360	Coal		6	6	6	6	6	Dragged anchors in gale; took off crew by boat; vessel sunk, total lost.
Do.	50	2½ miles E.	Gypsy, cat.			800						Drifted out of harbor in ice during gale; freed and taken to safety.
Do.	133	¾ mile.	Gloriana, m. b.	14		1,000						Sunk at dock by ice; helped right vessel and pump her out.
Do.	209	200 yards SSE	Lee, m. b.			400	1	1	1	1	1	Out of fuel; supply furnished.
Do.	221	4 miles NE.							2			Took off St. Joseph Island and carried to Aransas 2 Mexicans caught in a blizzard.
Jan. 13	14	¾ mile S.	—, m. b.		Fish	1,500	50	2				Broke moorings and went on rocks; skidded boat down 15 feet and launched it.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
Jan. 14.....	189.....	2 miles N.....	Clauda B., m. b.....	27		\$350		2			Ran on shoal; pulled afloat.
Jan. 15.....	32.....	100 yards W.....	Jackson and Arthur, m. b.			8,100		3			Drifting to sea in ice; shot line over boat and worked it inshore.
Do.....	50.....	2½ miles E.....	Gypsy, cat.....			800					Fast in ice and drifting to pier.
Jan. 17.....	322.....	2½ miles ENE.....	Tango, m. b.....	40	United States mail.	15,000	\$50	32	32		Engine disabled, drifting toward rocks; pulled off and taken with passengers to safety; engine repaired.
Jan. 19.....	7.....	3½ miles NE.....	Shepherdess, sch.....	23	Gasoline.....	1,500	300	1			Fast in ice and drifting toward shore; freed and towed to safety.
Do.....	7.....	3½ miles NE.....	Therese White, sch.....	25	Lobsters.....	2,500	50	1			Do.
Do.....	147.....	1½ miles N. by W.....	Doris, m. b.....			150		2			Fast in ice; pulled out on ice and skidded to safe harbor.
Do.....	189.....	3 miles NNW.....	Sarah Frances, sch.....	8		350		2			Cap sized while at anchor; helped raise vessel and get her safely in harbor.
Jan. 20.....	221.....	400 yards NW.....	Marie, m. b.....								Sunk at wharf; raised and bailed out.
Do.....	311.....	500 feet W.....	_____, m. b.....			1,000		3			Steering gear disabled, stranded; pulled off and repairs made.
Jan. 22.....	Carolina, supply boat.	Big Flatie Creek.....	Teal, m. b.....			1,800		2	2	2	Sunk by ice; raised and towed to Elizabeth City; crew, who had to wade and swim ashore, suffering badly from exposure; succored.
Do.....	12.....	½ mile SSE.....	_____, m. b.....		Lobsters.....	150		1			Engine disabled; towed to Portsmouth, N. H.
Jan. 23.....	50.....	½ mile E.....	_____, dory.....			20		2	2		Drifting to sea in ice; brought men and boat to safety.
Do.....	189.....	3 miles NW.....	Lala G., sch.....	9		2,000		5			Cap sized in hurricane Jan. 13; helped raise vessel.
Jan. 26.....	Algonquin.....	Lat. 37°-7' N., Long. 12°-40' W.	Urda, Dan. sch.....	53	Salt, etc.....			4	4	4	Vessel out of port 6 weeks, damaged by storm and in sinking condition; coal, provisions, and water exhausted; took crew off and landed them at Gibraltar; vessel sunk by gun fire; vessel and cargo valued at \$40,000.
Jan. 29.....	Gresham and Sta. 164.	2½ miles SE.....	Ramon de Larringa, Span. str.	2,084	Steel and coal ton.	1,000,000	1,360,000	35			Stranded in fog; station sent for cutter, which pulled vessel off.



Do.	153.	1 mile NW	Alltuck, m. b.	Oysters.	250	25	5	.....	Lost propeller; towed to Wachapreague for repairs.
Feb. 1.	276.	1 mile W.	Veede, m. b.	.....	500	.....	.....	.....	Torn from moorings by ice and carried over falls; recovered and secured to a tree along the bank.
Do.	276.	14 miles W.	Oceanus, m. b.	.....	1,000	.....	3	.....	Do.
Feb. 2.	276.	7 miles W.	.....	.....	.....	.....	.....	.....	Family marooned on Sand Island with- out fire or food; proceeded with boat on motor truck, launched, and brought party to mainland.
Feb. 3.	14.	1 mile SW	—, seine boat.	.....	250	.....	.....	.....	Seriously damaged by ice; bailed out and hauled up on shore.
Do.	209.	3 miles NNE.	Hunky III, m. b.	.....	900	.....	7	.....	Engine disabled; occupants seasick; landed 5 of party, who proceeded to Miami in automobile.
Do.	283.	34 miles S.	.....	.....	.....	.....	2	2	Rescued 2 boys from drifting ice floe; mended by headquarters.
Feb. 3-4.	37.	2 miles SSE.	Henry Marshall, sch.	Fish.	16,000	5,000	15	.....	Stranded; help put out anchors; floated off when tide rose; help get up an- chors.
Feb. 4.	204.	1 mile WSW	Blue Bill, m. b.	Provisions	400	50	6	.....	Engine disabled; towed to safety.
Do.	276.	At station.	Wharf boat.	.....	20,000	.....	1	.....	Stranded; pulled adrift.
Feb. 5.	189.	5 miles NNE.	M. C. Dixon, m. b.	Mail.	1,200	.....	10	.....	Broken propeller shaft; towed to At- lantia, N. C.
Feb. 6.	14.	1 mile SSW	—, m. b.	.....	1,500	.....	.....	.....	Endangered by ice; made secure by lines.
Feb. 7.	Carolina, supply boat.	8 miles NW Cape Hatteras Light.	White Wing, m. b.	Merchandise.	3,500	3,000	3	.....	Engine disabled; towed to safe anchor- age at Buxton, N. C.
Do.	123.	1 mile N.	—, m. b.	.....	.....	.....	3	.....	Boat in porridge ice, set on sand bar; shot line out to boat and hauled it ashore.
Do.	139.	1 mile E.	Paxtang, sch. bge.	Coal.	65,000	18,000	5	.....	Cut through by ice and set badly afloat; made repairs so boat could be towed to destination.
Do.	180, 181, and 182.	1 mile SSW	Margaret Ann, sch.	.....	250	.....	2	.....	Packet captain and went ashore Jan. 12; after 3 days work got vessel in pos- ition to float on rise of tide.
Jan. 30- Feb. 8.	308.	2 miles SE.	Athlone, m. b.	Crabs.	1,200	70	1	.....	Sprung leak and sunk; towed ashore with extreme difficulty and helped remove engine; floated Feb. 8.
Feb. 8.	186.	24 miles W.	—, m. b.	Mixed.	1,000	200	3	.....	Stranded; unloaded part of cargo and delivered it at Portsmouth, N. C.
Do.	192.	6 miles E.	do.	.....	200	.....	2	.....	Overaken by night, stranded; floated and sent on way.
Feb. 9.	9.	500 yards S.	Edna, m. b.	.....	250	.....	2	2	Caught in drift ice; shot a line over boat and hauled it ashore.
Do.	14.	1 mile SE.	Elsie, m. b.	.....	500	.....	.....	.....	Dragging to sea in ice; worked to safety by breaking channel through ice for a mile.
Do.	14.	do.	Greyhound, m. b.	.....	250	.....	.....	.....	Do.
Do.	14.	.....	Star, m. b.	.....	250	.....	.....	.....	Do.

## REPORT OF THE COAST GUARD.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
Feb. 9.	221.	400 yards NW.	Carolyne, m. b.			\$4,500		1			Founding against piling in strong wind; worked to safe berth.
Feb. 10.	187.	3 miles N.	Claudy B., m. b.			300		2			Stranded; pulled off and piloted to Ocracoke.
Do.	207.	1½ miles N.	—, skiff.			500		2			Stranded while tending net near shore; floated.
Feb. 11.	4.	5 miles W. by N.							4		Two boys went to Flat Island in boat; boat demolished by ice, leaving them marooned for several days; 2 men went to their rescue in boat, but ice prevented their return; all hands taken off.
Feb. 15.	Tloga.	Baltimore.	Hope, m. b.			1,600		2			Engine disabled in strong breeze; towed to safe berth.
Do.	189.	Core Sound.	—, m. b.			200		2			Out of fuel in fog; wife of boatman on board sick towed to Atlantic, N. C.
Feb. 16.	123.	4 miles NNE.	Rival R., m. b.			600		3			Rudder disabled by ice; towed to Atlantic City.
Feb. 18.	193 and 194.	3½ miles NW.	Southport, m. b.			500		5			Engine disabled, drifted ashore; lost propeller and rudder; towed to Southport.
Feb. 19.	7.	4 miles NE.	Bump, slp.			200					Dragged ashore by ice; floated and taken to safe anchorage.
Do.	144.	½ mile WSW.	—, m. b.			350		1			Dragged anchors and stranded; pulled afloat.
Do.	217 and 218.	6 miles W. Sta. 218.	Frog, m. b.		Oysters.	350	\$45	1			Struck submerged piling and sunk; towed into shallow water and temporarily repaired, then towed to station 218.
Feb. 20-21.	Onondaga.	Hatteras Shoals.	Ventura, Br. sch.	3,520	Nitrate.			47			Went on Hatteras Shoals in fog, becoming total loss; answering vessel's distress signal, proceeded to her and took off all hands by boat.

Feb. 22	54	2 miles NE.	—, rowboat.				1	1	Keeper Whale Rock Light caught in ice while returning to his station; worked way to boat with great difficulty and brought him ashore; station crew commended by headquarters.
Feb. 24	23	3 mile SE.	Malpisa, m. b.			2, 250	4		Engine disabled; went on breakwater, damaging hull; pulled clear and beached.
Do.	222	2 miles NW.	Charlotte, m. b.			400	14		Engine disabled; towed to Point Isabel and landed 12 passengers.
Feb. 25	6	2 miles SSW.	—, dory.			15	2	2	Caught in ice; towed to White Head; succored boatman overnight.
Feb. 26	141	4 mile SW.	—, m. b.			350	1		Lost anchor, stranded and filled; beached out and floated.
Feb. 27	8	2½ miles NE.	Nattie M., m. b., and tow.			300	2		Engine disabled; towed both boats to Southport, Me.
Do.	235	1 mile SW.						4	Marooned on breakwater; brought ashore.
Do.	287	4 mile NW.	R. & D., m. b.			1,500	2		Filled through open seacock; bailed out and prevented sinking.
Do.	322	1 mile S.	—, m. b.			1,000	2		Engine disabled; towed to wharf.
Mar. 1	Androssoggin.	At sea.	Kafuc, Br. str.			1,000,000	58		Rudder broken at sea; picked up and towed with much difficulty to Boston.
Mar. 2	235	4 mile SW.	—, rowboat.			50	3	3	Fast in ice; went out on floating ice cakes; threw heaving line to boat and hauled it to safety.
Do.	235	2 miles SSW.						9	Fishermen marooned on break wall; made two trips and rescued all hands.
Do.	322, 324, 325	4½ miles SSW.	Liberty, m. b.			1,400	1		Engine disabled off station 325; picked up and towed to wharf in San Francisco.
Mar. 3	208	1½ miles S.	—, m. b.			300	1		Stranded; floated and towed to safe anchorage.
Mar. 4	189	9 miles NE.	Admiral, sch.			2,500	1		Aground in Core Sound; pulled afloat and piloted to Atlantic, N. C.
Mar. 5	23	14½ miles WSW.	—, m. b.			400	1		Engine disabled; compelled to anchor in exposed place; towed to Gloucester.
Do.	145	1½ miles NNE.	W. H. Meekins, sch.				4		Dangerously near beach in fog; boarded vessel and helped her off shore.
Mar. 6	235	1½ miles S.	—, rowboat.			50	2	2	In floating ice field with oars broken; towed ashore.
Mar. 7	107, 108, 109, 110.	1 mile S. station 109.	Susquehanna, str.				38	38	Stranded in thick weather; landed all hands in breeches buoy; assisted in unloading cargo; sent off telegrams; vessel floated by wreckers Mar. 14 and towed to New York; vessel and cargo valued at \$1,020,000.
Mar. 6-8	60	3 miles SSW.	Frances Innes, sch.			50,000	7		Stranded in fog; assisted in floating and sent for tug to take vessel in tow.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
Mar. 9.	Androscoogin.	At sea.	Turret Crown, Br. str.	1,142	General.	\$200,000	\$300,000	25	25	...	Set a leak in heavy seas; proceeded 300 miles to sea and towed vessel to port. Fishermen prevented by ice from re-turning ashore; picked up and brought in.
Do.	235.	Near Middle Gap							6	...	Without oars and heading for falls; rescued occupants and recovered boat.
Do.	276.	400 feet N.	—, skiff.			30		2	2	...	Missed channel and grounded; pulled clear and towed to anchorage; sent call for tug to tow vessel to harbor.
Do.	307.	6 miles N.	Repeat, sch.	455		50,000		8	...	...	Engine disabled in gale; stranded; worked aloft with much difficulty; crew succored.
Mar. 10.	80.	1 mile E.	Water Island, m. b.	7		1,500		2	2	...	Stranded; assisted in floating. Floating with decks awash; put line on board and towed to a dock.
Do.	208.	1½ miles S.	Alma, m. b.			1,000				...	Parted mooring and stranded; floated and taken to place of safety.
Do.	235.	20 feet NNE.	—, scow.			5,000				...	Fast in ice; succored boatmen and helped work their boat clear.
Do.	229.	¼ mile SW.	—, m. b.			800		6	...	2	Stranded in fog; passengers taken off by boat; later, storm coming on, 54 persons were rescued by breeches buoy; vessel was floated Apr. 2 by wreckers, with loss of \$500,000; vessel and cargo valued at \$1,000,000.
Mar. 11.	84.	1 mile ENE.	Bull Moose, m. b.			5,000		169	48	...	Engine disabled; assisted in floating. In danger of swamping in gale; towed to safe berth and pumped out.
Mar. 12.	66, 67, 68, 69.	1½ miles E. station 69.	Kershaw, str.	2,599	General.					...	Engine disabled; boat drifting to sea; picked up and towed to safety.
Mar. 13.	38.	1 mile SE.	K, m. b.			400		1	...	...	Engine disabled near lee shore; went on board and made repairs.
Do.	48.	do.	do.			400			...	...	Broke moorings in gale; picked up and taken to safe anchorage.
Mar. 15.	14.	2 miles NW.	—, m. b.		Fish.	2,200	600	4	4	...	Ran on submerged rock; freed and towed to Galveston for repairs.
Do.	14.	¼ mile S.	Mary J., m. b.		do.	2,200	100	4	4	...	
Mar. 17.	307.	6 miles SE. by E.	Eagle, m. b.			800		1	...	...	
Mar. 18.	217.	10 miles W.	Iola, m. b.			1,500		2	...	...	

Mar. 19.....	263.....	‡ mile N.....	Minnie S., m. b.....	.....	.....	1, 100.....	.....	.....	.....	Seams opened by ice; pumped out and leaves closed with cork.
Mar. 20.....	20.....	North and Plum Island.....	—, skiff.....	.....	.....	15.....	4.....	4.....	.....	Four boys ran away from home and after stealing a team and breaking into several cottages they landed a boat in the Merrimac River, picked up in position of extreme danger from current and ice and turned over to the police.
Mar. 19-22.....	311.....	4 miles N.....	Margy, m. b.....	.....	.....	900.....	1.....	.....	.....	Went adrift in the night and sunk; towed into shallow water and engine removed to enable boat to be floated.
Mar. 22.....	315.....	‡ mile S.....	—, m. b.....	.....	.....	500.....	2.....	.....	.....	Lost in propeller; stranded; towed to wharf and wheel cleared.
Mar. 23.....	21, 23.....	2‡ miles S.....	No. 65, m. b.....	.....	9 Fish.....	800.....	200.....	4.....	4.....	Went adrift in fog; repaired damaged hull and floated; boat on rise of tide; crew rescued at station 21.
Do.....	224.....	5 miles NW.....	—, m. b.....	.....	Fish and nets.....	500.....	300.....	2.....	.....	Engine disabled; towed to a dock.
Mar. 24.....	190.....	‡ mile N.....	Pearl, m. b.....	.....	.....	150.....	.....	.....	.....	Parted line, stranded and sunk; floated and towed to safe mooring.
Mar. 25.....	8.....	3 miles N.....	Startle, m. b.....	.....	.....	150.....	.....	2.....	.....	Engine disabled; towed to destina- tion.
Do.....	23.....	20 miles SE.....	Bryda F., m. b.....	.....	14 Fish.....	1,500.....	300.....	3.....	.....	Tail shaft broken, returning from fish- ing grounds; towed to Gloucester.
Mar. 27.....	153.....	1 mile.....	Maggie Smith, m. b.....	.....	.....	450.....	.....	4.....	.....	Engine disabled; towed to station and repairs made.
Do.....	221.....	2 miles NE.....	—, m. b.....	.....	.....	700.....	.....	4.....	.....	Engine disabled; towed to harbor.
Mar. 28.....	9.....	3 miles SE.....	Viola, m. b.....	.....	.....	300.....	.....	4.....	.....	Engine disabled; towed to Seguin Island.
Mar. 29.....	187.....	1 mile S.....	Relief, m. b.....	.....	13 Firewood.....	600.....	70.....	2.....	.....	Missed stays and stranded; lightened cargo, pulled vessel off and towed her to safety.
Do.....	265.....	9 miles NW.....	Blackhawk, m. b.....	.....	.....	675.....	.....	3.....	.....	Adrift in lake, out of fuel; supply fur- nished.
Do.....	285.....	6 miles N.....	Ida, m. b.....	.....	9.....	1,000.....	.....	2.....	.....	Engine disabled; towed to harbor.
Mar. 30.....	276.....	500 feet W.....	.....	.....	.....	.....	.....	1.....	.....	Rescued woman from water and resus- citated her.
Apr. 1.....	30.....	‡ mile SW.....	—, m. b.....	.....	.....	300.....	.....	4.....	.....	Batteries dead; towed to Plymouth, Mass.
Apr. 2.....	23.....	1‡ miles NE.....	.....do.....	.....	.....	300.....	.....	6.....	.....	Fuel exhausted; stranded; pulled aloft and taken to a wharf.
Apr. 3.....	86.....	2 miles N.....	Marina G., m. b.....	.....	6.....	800.....	.....	2.....	.....	Stranded; floated when tide served; assisted in obtaining provisions and piloted to safe water.
Do.....	133.....	3 miles ENE.....	—, m. b.....	.....	6.....	1,500.....	.....	2.....	.....	Shaft broken and out of gasoline; towed to harbor.
Do.....	289.....	‡ mile SW.....	Nellie, m. b.....	.....	7.....	800.....	.....	2.....	.....	Leaking; hauled out and repaired and launched again.
Apr. 6.....	12 and 14.....	‡ mile WSW., sta- tion 12.....	Juanita, m. b.....	.....	.....	150.....	.....	1.....	.....	Engine disabled; towed to Newcastle, N. H.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918. Apr. 7.....	241.....	2 miles WNW.....	—, m. b.....	.....	.....	\$100.....	.....	3.....	.....	.....	Engine disabled; towed to a dock and varmed to observe law in matter of equipment.
Do.....	276.....	$\frac{1}{2}$ mile N.....	—, stiff.....	.....	.....	50.....	.....	3.....	3.....	.....	Three boys in skiff drifting toward the falls of the Ohio; picked up within a hundred feet of falls and taken to safety.
Do.....	280.....	5 miles S.....	E. A. Clayton, m. b.....	9.....	.....	500.....	.....	.....	.....	.....	Had been in ice all winter; in danger of being smashed; towed to safe mooring.
Apr. 8.....	257.....	2 miles NE.....	Sylvia S., m. b.....	.....	.....	1,500.....	.....	4.....	.....	.....	Parted line and stranded; floated and brought into harbor.
Apr. 9.....	6.....	$\frac{1}{2}$ mile SE.....	Mildred, m. b.....	.....	.....	200.....	.....	2.....	.....	.....	Victory Nelson, towed to mooring in Sea Harbor.
Apr. 10.....	133.....	100 yards N.....	Osric, m. b.....	15.....	.....	1,500.....	.....	2.....	.....	.....	In sinking condition at dock and threatening to collide with other boats; secured, repaired, and pumped out.
Do.....	140 and 141.....	1 mile N, station 141.....	Seyvern, bge.....	780.....	.....	.....	.....	5.....	5.....	.....	Cast off, with barge Merrimac, by towing vessel in gale, coming ashore; all hands taken off by breeches buoy; vessel valued at \$70,000.
Do.....	140 and 141.....	1 mile N, sta. 141.....	Merrimac, bge.....	640.....	.....	.....	.....	3.....	3.....	.....	This vessel cast adrift with barge Seyvern (above) in gale, coming ashore; crew taken off by breeches buoy; vessel valued at \$50,000.
Do.....	203.....	4 miles SW.....	Dove, m. b.....	.....	.....	1,000.....	.....	1.....	.....	.....	Crank shaft broken; towed to a wharf.
Do.....	241.....	At station.....	—, m. b., and row-boat.....	.....	.....	150.....	.....	.....	.....	.....	Broke adrift in high sea; run out on station launchway for safety.
Do.....	266.....	8 miles W. by N.....	Teaser, m. b.....	11.....	.....	1,300.....	.....	3.....	.....	.....	Batteries dead in lake; towed 14 miles to harbor.
Apr. 11.....	83.....	1 $\frac{1}{2}$ miles WNW.....	—, m. b.....	.....	.....	300.....	.....	.....	.....	.....	Parted line and went adrift; picked up and returned to owner.
Do.....	91.....	1 $\frac{1}{2}$ miles W.....	.....	.....	.....	.....	.....	.....	1.....	1.....	Rescued man from cottage surrounded by surf; succor offered.

Do.....	139.....	3 miles W.....	Wawenock, sch.....	325.....	Granite.....	32,000.....	\$21,000.....	5.....	5.....	Dragged ashore in gale and sunk; handed crew; performed service until 15th, saving sails, rigging, etc.
Do.....	288.....	10 miles N.....	Dodger, m. b.....	7.....	Fish.....	800.....	150.....	2.....	2.....	Lost key in propeller shaft; towed to Sturgeon Bay.
Apr. 12.....	47.....	1½ miles W.....	—, lifeboat.....	683.....	—.....	200.....	.....	4.....	4.....	Picked up drifting metallic lifeboat.
Do.....	133 and 134.....	1 mile ENE. sta. 134.....	Hammond, sch.....	.....	.....	.....	.....	.....	.....	Driven ashore in storm; sent message to owners and delivered message to master; took crew off by boat; survivor given; vessel total loss.
Apr. 12-13.....	150.....	15 miles E. by N.....	Hermod, Nor. str.....	1,928.....	Sugar.....	.....	.....	27.....	25.....	Stranded in thick weather on Winter-quarter Shoal, and broke in two; proceeded to vessel at night and in midst of high seas took 3 persons from pilot house; forced to stand by until daylight, when 22 others were taken off; 2 members of crew lost before station crew appeared; vessel total loss; no value given.
Apr. 13.....	46.....	½ mile SE.....	—, dory.....	.....	Fish.....	75.....	50.....	1.....	1.....	Capsized in surf, imprisoning occupant underneath; man rescued and given succor and clothing.
Apr. 14.....	222.....	1 mile NNW.....	—, skiff.....	.....	.....	15.....	.....	1.....	1.....	Occupant fell overboard while making landing; rescued from alongside boat.
Do.....	234.....	3 miles NW.....	—, m. b.....	.....	.....	500.....	.....	2.....	2.....	Engine disabled; towed to a dock.
Do.....	276.....	½ mile W.....	—, skiff.....	.....	.....	40.....	.....	.....	.....	Drifting toward the Falls of the Ohio; picked up.
Apr. 15.....	23.....	18 miles ENE.....	Mary F. Ruth, m. b.....	46.....	.....	12,000.....	.....	7.....	7.....	Engine disabled; towed to Gloucester.
Do.....	189.....	3 miles N.....	M. C. Dixon, m. b.....	13.....	Mall.....	1,200.....	.....	5.....	5.....	Propeller shaft broken in Core Sound; towed to Atlantic, N. C.
Apr. 16.....	Arcta.....	Admiralty Inlet.....	No. 2, bge.....	125.....	Lime rock.....	3,000.....	250.....	6.....	6.....	Abandoned by disabled tug; towed into Port Townsend.
Do.....	23.....	½ mile N.....	U. S. L. H. No. 25.....	.....	Provisions.....	300.....	50.....	2.....	2.....	Engine disabled; disabled in rough sea; took off part of load of provisions and towed boat to lighthouse.
Do.....	255.....	½ mile NE.....	Janey, m. b.....	.....	.....	125.....	.....	1.....	1.....	Fast in ice; broke way to boat and towed her to safety.
Apr. 17.....	241.....	½ mile SE.....	Hammond, sch.....	.....	.....	.....	.....	.....	1.....	House set on fire by lightning; helped subdue fire, and resuscitated girl overcome by smoke.
Do.....	255.....	At station.....	Lillie R., m. b.....	15.....	Lumber.....	800.....	90.....	2.....	2.....	Broke shaft while entering harbor through ice; shot line to boat and hauled her ashore by means of capstan on beach.
Do.....	276.....	½ mile N.....	Skiff and flatboat.....	.....	.....	55.....	.....	1.....	1.....	Drifting toward falls; picked up and taken through Kentucky Chute to safety.
Apr. 18.....	30.....	300 yards SW.....	—, dory.....	.....	.....	30.....	.....	2.....	1.....	Capsized on bar in breakers in the night; 1 man drowned, other boatman taken off bottom of boat amid heavy seas; boat recovered.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
Apr. 19	78	1½ miles NNW	Clarisso E., m. b., and tow.		Lumber	\$500	\$200	3			Stranded; pulled off and plotted to safe water.
Do	192	½ mile N	Edward H., m. b.			3,500		2			Line in wheel; stranded; towed to place where wheel could be cleared.
Do	241	3 miles SSE	Jas. H. Pellett, bge.	346				5	5		Stranded in storm; got under vessel's stern as she dragged and took off crew by means of line; vessel valued at \$37,000.
Apr. 20	83	1½ miles ENE	Eladio, m. b.	22		5,000		10			Stranded; floated with anchor and cable.
Do	192	3 miles SE	—, ywl			200		7	7		Yawl from abandoned schooner; picked up and taken ashore with occupants.
Apr. 20	122	1 mile SW							1		Intoxicated man found by patrol down in water; patrol carried man on his back to station, where he was given restorative treatment.
Apr. 21	191	1 mile NW	Hattie, m. b.			200		3			Engine disabled; towed to Morehead City, N. C.
Apr. 22	112 and 113	1 mile SSW. station 113.	Vandal, str	1,200	Coffee			27	27		Stranded in fog; landed 17 of crew with their effects; vessel floated by wreckers; vessel and cargo were valued at \$900,000; loss to vessel and cargo, \$371,295.
Do	297	½ mile E	Fannie B., m. b.			600		2			Engine disabled; towed to a dock.
Apr. 23	253	3 miles W	June, m. b.	27		3,500		6			Engine disabled; towed to harbor.
Apr. 24	8	3 miles NNE	Starlie, m. b.			150		2			Engine disabled; drifted on rocks; pulled off and towed to harbor.
Do	12	1 mile N	Luvaka, sch.	100	Tankage	2,000	3,000	3			Missed stays and stranded; kedged off and helped to get on way.
Do	84	1 mile NE	—, m. b.			1,000		5			Ran aground; planted anchor and worked afloat.
Do	273	½ mile SW	Mary G., m. b.	9		1,000		2			Engine disabled; towed to harbor.
Do	278	½ mile W							1		Resuscitated man who had jumped into water with suicidal intent.
Do	310 and 311	Columbia River Lightship.	Chum, m. b.	28		6,000		3			Lost rudder; towed in over Columbia River Bar.



Apr. 26	188	2½ miles W.	—, m. b.	Miscellaneous	700	100	1	Stranded; floated and towed to harbor.
Do.	232	2 miles N.	—, slip.		150			Went adrift; picked up and towed to station.
Apr. 27	187	¼ mile SW.	M. C. Dixon, m. b.	13	1,000		2	Engine disabled; floated and towed to harbor.
Do.	187	3 miles S.	Virginia, R., m. b.	7	1,200	50	1	Engine disabled; towed to Ocracoke, N. C.
Do.	191	2 miles N.	Corspeak, sch.	224	15,000	4,000	5	Dragged anchor and collided with railroad bridge; cleared and towed to safe anchorage.
Apr. 28	88	1½ miles NE.	—, m. b.		300		6	Engine disabled; towed to safety.
Do.	89	1½ miles SE.	Emma, m. b.		300		4	Engine disabled; stranded; pulled off and towed to station.
Do.	156	4 miles E. by S.	Alberta, sch.	77	4,000		4	Broke foremast; towed to station dock and helped clear rigging.
Do.	155 and 186	2½ miles NE. station 186.	Annie Lena White, sch.	13	500			Dragged anchor; stranded and sunk; ran anchors and pumped out; floated and towed to Hatteras, N. C.
Do.	238	1 mile ENE.	Fred S., m. b.	8	2,000		2	Out of fuel; stranded; floated and towed to safety.
Apr. 29	276	100 yards NE.	Little Jumbo, scow		2,000	200	5	Drifting toward falls; picked up and towed to safety.
Do.	279	¼ mile SE.	Wa-wa-tay-see, m. b.	11	5,000		1	Parted moorings and went adrift; towed back to moorings and made secure.
Apr. 30	217	1 mile N.	Iola, m. b.		2,000		2	Stranded; floated and towed to station.
Do.	280	2 miles NE.	Lounger, m. b.	9	1,500		1	Parted towline and went on break-water; floated and towed to station; master rescued and given restorative treatment and clothing.
May 1	5	4½ miles NW.	Wanderer, m. b.	7	400			Stranded; floated with use of barrels and masthead tackle; towed to Islesford, Me.
Do.	264	¼ mile ESE.	—, rowboat.		15		2	Man and boy in rowboat in Manistee River, man intoxicated; picked boat up and turned man over to police.
Do.	273	4 miles NW.	Lloyd M, str.	31	5,000		6	Crankshaft broken in lake; towed in to a dock.
May 2	4	4 miles S.	Matilda Eleanor, m. b.		500	10	2	Engine disabled; towed to destination.
Do.	239	¼ mile E.	J. Ponsky, m. b.	15	500		3	Engine disabled; drifting on break-wall; towed to a dock.
May 4	Guard	Off Turn Island.	Mercury, m. b.		1,000		3	Engine disabled; towed to harbor.
May 5	24	3 miles W.	Grace, m. b.	8	700		8	Engine disabled; towed to Beaufort, Mass.
Do.	88	¼ mile W.	Buss, m. b.		900		7	Engine disabled; towed to station and made some repairs; boat taken away by outsiders for further repairs.
Do.	316	4 miles N.	Sis, m. b.		400		8	Engine disabled; towed to Empire, Ore.
May 7	236	3 miles E.	Willis W, str.	9	2,000		4	Engine disabled in lake; towed in to a pier.
Do.	260	¼ mile NW.	Irene, m. b.		200		3	Engine disabled; towed to moorings.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
May 9.	Richard Caswell.	Jersey Flats.	George Conway, bge.		Coal.	\$3,000	\$3,000	2			Cut adrift by towing vessel in gale; picked up and towed to safety.
Do.	113.	1 mile SE.	—, m. b.			500	500	2			Engine disabled at mouth of inlet; picked up and brought into harbor.
Do.	246.	5 miles NNE.	—, skiff.			35	35	2			Broke away from trap net stake boat, leaving 2 men on board; no means of getting ashore; went out and got men and recovered skiff.
Do.	279.	2 miles S.	Quindess II, m. b.			300	300	2	2		Boat broke away from mooring in storm and drifted out in lake; picked up and brought into harbor.
May 10.	89.	1 mile SE.	Mamie V, m. b.			500	500	2			Engine disabled in fog; stranded; floated when tide came in.
Do.	235.	1½ miles S.	Gertrude, m. b.			200	200				Drifting ashore in gale; towed to safe berth.
Do.	237.	3 miles NW.	—, m. b.		Fish.	150	100				Broke adrift from towing vessel; picked up and brought into harbor.
Do.	239.	Near station.	Dott, m. b.			400	400	2			Engine disabled; blown ashore; pulled off and towed to pier.
Do.	247.	½ mile S.	—, m. b.			150	150				Drifted in gale; towed to dock and saved.
Do.	322.	3 miles W.	Dixie, m. b., and bge.	28	Lumber.	35,000	2,000	2			Towing vessel disabled, leaving barge adrift and driving for rocky shore; towed out of danger and held for arrival of tug.
May 11.	20.	3 miles ENE.	No. 79, m. b.	35		600	600	2			Rudder lost; propeller and bent shaft; towed to anchorage in Merrimac River.
May 10-12.	122.	1½ miles SW.	Fish Hawk, m. b.			500	500	2		2	Out of gasoline; driven ashore; hauled up on beach; later launched and towed to Atlantic City; succor and clothing supplied.
May 12.	89.	2 miles NE.	Emma, m. b.			300	300	4			Stranded in fog; floated on rise of tide.
Do.	318.	½ mile S.	—, lgt.	50	Lumber.	4,000	500				Went adrift; picked up and towed to safety.
May 13.	20.	1½ miles NNE.	Winnie D, m. b.			600	600	1	1		Engine disabled in dangerous position; towed into Merrimac River and engine repaired.

Do.....	194.....	3 miles WNW.....	Rebs, m. b.....	.....	.....	1,000.....	2.....	.....	Engine disabled; picked up and towed to Southport, N. C.
Do.....	247 and 248.....	7 miles NNW.....	—, m. b.....	.....	.....	400.....	2.....	.....	Engine disabled; picked up and towed to Harbor Beach for repairs.
Do.....	279.....	1½ miles E.....	Exgoome, m. b.....	.....	.....	600.....	1.....	.....	Engine disabled in lake; picked up and brought into harbor.
Do.....	279.....	do.....	Wilhelmina, m. b.....	.....	.....	900.....	1.....	Do.	Do.
May 13-14.....	247.....	9 miles NNE.....	Ibsen, m. b.....	.....	.....	2,000.....	4.....	.....	Engaged in smuggling liquor; assisted customs official in making arrest.
Do.....	310.....	15 miles S.....	—, m. b.....	.....	.....	.....	2.....	.....	Engine disabled in high sea; anchored in breakers; taken to safe water.
May 14.....	191.....	3 miles SW.....	Dixie, m. b.....	.....	.....	500.....	1.....	1.....	Mistook channel and stranded; carried occupants by boat to Amityville; boat floated next day.
May 15.....	86.....	2 miles NNW.....	Helen III, m. b.....	.....	.....	2,000.....	3.....	.....	Shipped a sea while crossing bar, stopping engine; lost anchor and oars; picked up and towed to safety.
Do.....	89.....	3 miles SW.....	Bluefish, m. b.....	.....	.....	1,000.....	5.....	5.....	Adrift in lake without oars; picked up and taken ashore.
Do.....	235.....	1 mile N.....	—, rowboat.....	.....	.....	30.....	3.....	1.....	Thrown on piling by wind and sea; pulled clear and taken to harbor.
Do.....	264.....	¾ mile SW.....	John Gintel No. 2, pile driver.....	25.....	.....	10,000.....	7.....	.....	Engine disabled; towed to Chatham.
May 16.....	43.....	4 miles N.....	Helen, m. b.....	.....	Fish.....	125.....	1.....	.....	Engine disabled; stranded; pulled afloat and turned over to passing boat.
Do.....	130.....	1 mile SW.....	Nanaisla, m. b.....	.....	.....	300.....	7.....	.....	Swamped in breakers; helped recover boat and seine.
Do.....	191.....	5 miles SE.....	—, seineboat.....	.....	.....	200.....	6.....	.....	Engine disabled outside harbor; dragging toward breakers; picked up and brought in.
Do.....	286.....	¾ mile SE.....	—, m. b.....	.....	Fish.....	140.....	2.....	2.....	Engine disabled in strong wind, drifting lakeward and likely to go on rocks; brought safe to harbor.
Do.....	304.....	2 miles NE.....	—, m. b.....	.....	.....	200.....	2.....	.....	Stranded; floated in flood tide and Net in propeller; towed to Jackson Park Harbor.
May 17.....	133.....	¾ mile E.....	—, m. b.....	.....	Fish.....	500.....	2.....	.....	Mistook channel; stranded; floated and taken to safe anchorage.
Do.....	279.....	2 miles N.....	Marie, m. b.....	.....	.....	350.....	1.....	.....	Engine disabled; drifting and set engine going.
May 18.....	86.....	2½ miles NNE.....	Dorothy, m. b.....	.....	.....	800.....	2.....	.....	Picked up 2 boys adrift in lake on raft; broke raft up.
Do.....	216.....	1 mile SE.....	—, m. b.....	.....	.....	150.....	3.....	.....	Stranded in fog; planted anchor and hove vessel afloat.
Do.....	280.....	3 miles S.....	.....	.....	.....	.....	2.....	.....	Unable to make headway in squall; drifting toward breakwater; towed to safety.
May 19.....	82.....	¾ mile SW.....	Valentina, m. b.....	46.....	Fish.....	30,000.....	11.....	.....	Engine disabled in heavy squall; picked up and towed to safety.
Do.....	239.....	1 mile NW.....	No. 15, rowboat.....	.....	.....	60.....	2.....	2.....	
Do.....	266.....	1 mile SE.....	—, m. b.....	.....	.....	75.....	2.....	2.....	

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918 May 19.....	266.....	$\frac{1}{2}$ mile SE.....	Sessie, m. b.....			\$200		2			Engine disabled in squall; struck submerged dock; hauled off and towed to safe mooring.
May 20.....	311.....	2 $\frac{1}{2}$ miles N.....	Vigilant, m. b.....	22		4,700		4			Fish net in propeller; towed in to a dock at Astoria.
May 21.....	8.....	$\frac{1}{2}$ mile NW.....	Evelyn, m. b.....			150		1			Engine disabled; towed to safety.
Do.....	77.....	$\frac{1}{2}$ mile NW.....	Mildred A, m. b.....	13	Oysters.	100	\$500	2			Stranded; pulled afloat.
Do.....	266.....	1 mile S.....	—, scow.....		Wood.	150		3	3		Swept out to sea in strong breeze; took occupants off and later saved scow.
Do.....	310.....	3 miles S.....	Dora, m. b.....			2,150		2	2		Engine disabled; drifted into danger; one surf took boatmen off and towed launch to safety.
Do.....	311.....	7 miles NW.....	—, m. b.....			750		1			Engine disabled; outside Columbia River entrance; towed boat to safe place and made repairs.
May 22.....	72.....	2 miles ENE.....	Mary H, m. b.....			250		2			Crunk shaft broken; towed to a landing.
Do.....	191.....	1 mile N.....	—, m. b.....			200		1			Engine disabled; towed to Beaufort, N. C.
Do.....	258.....	4 miles N.....	Grays Reef, m. b.....			600		3			Engine disabled; towed to Round Lake.
Do.....	280.....	$\frac{1}{2}$ mile NE.....	Oscola, m. b.....			1,000		3			Engine disabled in lake; picked up and towed to safety.
Do.....	310.....	3 miles SW.....	Eagle, m. b.....			1,700		2	2		Engine disabled; drifting in heavy surf; took occupants off and picked up their boat.
May 23.....	188.....	$\frac{1}{2}$ mile N.....	—, m. b.....	8		1,000		3			Engine disabled; stranded; towed to place where repairs could be made.
Do.....	224.....	$\frac{1}{2}$ mile S.....	—, m. b.....			500		1			Engine disabled; drifting out into lake; towed in to a dock.
Do.....	236.....	$\frac{1}{2}$ mile SW.....	Gannet, str.....	28	Fish.	3,500	50	4			Engine back-fired, setting boat on fire; blaze put out by vessel's crew; towed boat to moorings.
Do.....	256.....	6 $\frac{1}{2}$ miles ENE.....	Susie, m. b.....			500					Stolen and set adrift; picked up and restored to owner.

May 22-24.	194.	1 mile W.	Luray, m. b.	14	Poultry	1,000	100	2	.....	Engine disabled; stranded; landed crew and part of cargo; floated boat and towed it to Southampton, N. C.
May 24.	226.	1 mile W.	Gerald D., str.	9	.....	2,000	4	.....	.....	Engine disabled; picked up and towed to moorings.
Do.	228.	1 mile W.	—, m. b.	.....	.....	110	4	.....	.....	Do.
Do.	240.	1 mile NW	Neff, m. b.	.....	.....	300	2	.....	.....	Engine disabled; towed to a dock.
May 25.	7.	1 mile N.	Myrtle T., m. b.	.....	.....	600	35	.....	.....	Engine disabled; towed to safety.
Do.	232.	2 miles N.	—, m. b.	.....	.....	500	.....	.....	.....	Engine disabled in lake; picked up and towed to harbor.
Do.	233.	1 1/2 miles SE	Helen B., 128, m. b.	.....	.....	2,000	3	.....	.....	Engine disabled; in dangerous position alongside pier; set engine running and ran boat to safety.
Do.	260.	1 1/2 miles S.	Diamond, str.	18	.....	2,000	5	.....	.....	Stranded in fog; floated with outside help.
May 26.	310.	5 miles SW	—, m. b.	.....	.....	1,600	1	.....	.....	Engine disabled; towed to Ilwaco Beach.
May 27.	87.	1 mile SW	Lillie, m. b.	5	.....	4,000	3	.....	.....	Engine disabled; towed to Seaford, N. Y.
Do.	264.	1 mile SW	John Ginsel No. 2, pile driver.	25	.....	10,000	6	.....	.....	Towing vessel unable to get driver into harbor in fresh wind; assisted in.
Do.	273.	.....	Frieda, m. b.	Fish	.....	1,500	300	2	.....	Engine disabled in lake; picked up and towed to harbor.
Do.	279.	1 mile N.	Mavourneen, slip	.....	.....	1,200	.....	.....	.....	Broke mooring line and went against sea wall; towed back to mooring.
May 27-28.	Unalga.	Cape Greig, Alaska.	Pactolus, bk	1,564	Cannery supplies.	180,000	173	.....	.....	Assisted in escaping from ice pack and towed to safe anchorage.
May 28.	23.	1 1/2 miles SW	Rover, m. b.	9	.....	1,200	2	.....	.....	Engine disabled; towed to a wharf at Gloucester.
Do.	238.	do.	Sea Bum, m. b.	.....	.....	200	1	.....	.....	Engine disabled; stranded; picked up and taken to Fairport Harbor.
May 29.	231.	5 miles N.	U. S. No. 13, scow.	4,500	.....	5,000	.....	.....	.....	Stranded in heavy storm Dec. 9, 1917.
Do.	266.	8 miles WNW	Ida, m. b.	10	.....	600	2	.....	.....	Floats on this date, after several days' effort, and taken to Oswego, N. Y.
May 30.	132.	1 1/2 miles S.	Boca Siega, m. b.	.....	.....	400	2	2	.....	Batteries dead; towed to harbor.
Do.	196.	2 miles SE	Louise, m. b.	.....	.....	800	6	6	.....	Engine disabled; stranded in surf; pulled afloat.
Do.	235.	2 miles NW	—, m. b.	.....	.....	1,200	4	.....	.....	Stranded in dangerous position near jetty; pulled off and towed to safe harbor.
Do.	236.	1 mile N.	Buffalo, m. b.	.....	.....	4,000	3	.....	.....	Out of fuel; towed to a dock.
Do.	238.	5 miles E.	—, canoe.	.....	.....	20	2	.....	.....	Rudder broken; towed to boathouse.
Do.	280.	7 miles N.	Doris, m. b.	.....	.....	2,000	9	.....	.....	Canoe capsized in surf; rescued 2 boys from alongside; also saved canoe.
Do.	263.	5 miles NE	Mamie, m. b.	7	.....	1,300	2	.....	.....	Stranded in fog; pulled afloat.
May 31.	272.	2 miles N.	Montview, m. b.	.....	.....	200	1	.....	.....	Out of fuel; adrift in lake for 18 hours; picked up and taken to place where gasoline could be obtained.
June 1.	235.	1 mile NW	No. 121, m. b.	.....	.....	1,000	2	.....	.....	Out of fuel; towed to South Haven.
										Out of fuel; drifting on Horseshoe Reef; towed to a dock.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						\$	Cargo.				
1918.											
June 1.	235.	1 mile W.	Walter S., m. b.			\$700		4			Engine disabled; drifting on break-wall; picked up and towed to mooring.
Do.	286.	$\frac{1}{2}$ mile SE	—, m. b.			300		2	2		Engine disabled; wind driving boat on rip-rap; picked up and towed to safe mooring.
Do.	324.	300 yards NW							1		Rescued and sent to hospital a woman who had tried to drown herself.
June 2.	236.	3 miles E.	—, m. b.			100		2			Engine disabled; stranded; ran line; floated vessel and took it to moorings.
Do.	236.	$\frac{1}{2}$ mile SSW	Nell, m. b.			100		2			Engine disabled; towed to moorings.
Do.	284.	$\frac{1}{2}$ mile E.	Little Spray, slip			75		2	2		Capsize in squall; rescued occupants and beached boat.
June 3.	235.	1 $\frac{1}{2}$ miles NW	No. 32, ctb.			500		2			Out of fuel; picked up and towed to a dock.
Do.	236.	$\frac{1}{2}$ mile WSW	Una II, m. b.			900		6			Engine disabled; picked up and towed to moorings.
June 2-4.	231.	5 miles N.	U. S. No. 14, scow.	1,500		1,800					Stranded in snowstorm; assisted in floating.
June 4.	236.	$\frac{1}{2}$ mile SW	Agtator, ctb.			140		1	1		Jibed and capsized; rescued boatman and saved boat.
Do.	310.	8 miles NW	Hoover, m. b.	8		2,150		2	2		Engine disabled at sea; picked up and towed into harbor.
June 5.	286.	1 mile N.	—, m. b., and scow.		Net piles	400	\$50	2			Crankshaft broken; towed to harbor and moored.
June 6.	92.	2 miles SW	Yankee Girl, m. b.	10	Fish	1,500	50	3			Propeller damaged; towed to Sheeps-head Bay.
Do.	222.	$\frac{1}{2}$ mile NNW	Martha J., m. b.			3,000		9			Stranded in darkness; pulled aloft.
Do.	274.	$\frac{1}{2}$ miles NE.	—, scow.		Gravel	500	30				Sprung leak and rolled over; towed to a dock.
June 7.	139.	$\frac{1}{2}$ miles E. by S.	Anna Camp, sch.	83	Lumber	4,000	3,740	3			Dragging and in danger of going in breakers; picked up and towed to harbor.
Do.	236.	5 miles E. by N.	Skipper, m. b.			100					Found abandoned near shore and dragging; picked up and held for owner.
Do.	266.	$\frac{1}{2}$ miles W	—, m. b.			150		2			Lost propeller; picked up and towed to boathouse.

Do.....	308.....	3 miles S.....	.....	.....	.....	300.....	2.....	Broke adrift in night and started seaward; boarded and anchored and later brought ashore.
June 2-8...	247.....	7 miles NE.....	Isben, m. b.....	Fish.....	.....	800.....	3.....	Machinery broken at sea; picked up and towed to station, where repairs were made.
June 8.....	236.....	4 mile NE.....	Lynx, m. b.....	.....	.....	350.....	5.....	Engine disabled; towed to moorings.
Do.....	258.....	2 miles N.....	Swallow, m. b.....	.....	.....	600.....	3.....	Out of fuel in lake; brought into harbor.
June 9.....	Apache.....	Charleston Harbor.....	J. W. Van Dyke, str.....	9 7, 197	Oil.....	1,500,000 40,000	41.....	Dragged anchor and stranded; pulled afloat.
Do.....	23.....	2 miles SSW.....	Lena, m. b.....	.....	.....	250.....	2.....	2 Engine disabled; made repairs and gave boatmen breakfast.
Do.....	28.....	2 miles E.....	....., m. b.....	.....	.....	200.....	1.....	Engine disabled; picked up and towed to safety.
Do.....	41.....	2 miles ESE.....	Thelma, m. b.....	Fish.....	.....	800.....	2.....	Engine disabled at sea; towed to anchorage in harbor.
Do.....	77.....	1 mile NW.....	Emma Frances, m. b.....	18	Oyster shells.....	1,000 200	2.....	Stranded; pulled afloat and piloted to safe water.
Do.....	276.....	4 mile NW.....	....., skiff.....	.....	.....	30.....	5.....	Swept over falls of the Ohio; one man rescued by station crew; three by fishermen; one drowned.
June 10.....	30.....	4 mile NE.....	....., m. b.....	.....	.....	300.....	2.....	Engine disabled; picked up and towed to moorings.
Do.....	237.....	3 miles W.....	Cheney Sons, m. b.....	.....	.....	600.....	7.....	Engine disabled in lake; picked up and towed into harbor.
June 11.....	318.....	18 miles N.....	Minnie, m. b.....	.....	.....	400.....	1.....	Engine disabled at sea during night; after several hours' search in fog found boat at anchor and towed it in.
June 12.....	26.....	1 mile S.....	....., slip.....	.....	.....	100.....	.....	Parted mooring and went on rocks; pulled off and taken to safety.
Do.....	235.....	14 miles N.....	Sentinel, m. b.....	.....	.....	10,000.....	4.....	Engine disabled; boat drifting on break wall; picked up and towed to a dock.
Do.....	240.....	7 miles N by E.....	Laura, m. b.....	.....	.....	500.....	2.....	Engine disabled; boat at anchor in lake in rough sea; brought into harbor.
June 13.....	20.....	Mouth of river.....	Ajax, m. b.....	.....	.....	300.....	2.....	Tide and wind driving boat down on rocks; towed out of danger.
Do.....	26.....	2 miles NW.....	....., m. b.....	.....	.....	300.....	3.....	Engine disabled; drifting to sea; picked up by private boat; towed back to parent vessel by station crew.
Do.....	78.....	4 mile N.....	Woodmere, m. b.....	.....	.....	700.....	4.....	Stranded; worked into deep water by use of oars and sail.
Do.....	233.....	300 yards NNE.....	Katie H., bgs.....	370	Coal.....	25,000.....	5.....	Fire on vessel, lying at pier; blaze put out.
June 14.....	257.....	3 miles E.....	Grace M., m. b.....	12	Fish.....	1,500.....	3.....	Out of fuel; towed to harbor.
June 15.....	14.....	4 miles NW.....	....., m. b.....	.....	.....	150.....	4.....	Engine disabled; towed to Appledore Island.
Do.....	44.....	14 miles SW.....	....., m. b.....	.....	.....	400.....	3.....	Engine disabled; towed into bay and engine set running.
Do.....	236.....	4 mile W.....	Elizabeth, m. b.....	.....	.....	100.....	2.....	Engine disabled; towed to moorings.
June 16.....	24.....	1 mile SE.....	....., m. b.....	.....	.....	300.....	1.....	Engine disabled; picked up and towed to safe anchorage.
Do.....	30.....	100 yards from station.....	....., m. b.....	.....	.....	100.....	3.....	Engine disabled; stranded; floated and towed to moorings.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
June 16....	43.....	2 miles NNW.....	—, m. b.....			\$200		1			Engine disabled; picked up and towed to safety.
June 17....	279.....	3 miles SE.....	Wa-wa-tay-see, m. b.....			4,000		8			Engine disabled; picked up and towed to Jackson Park Harbor.
Do.....	281.....	4 mile N.....	Mim, slip.....			40		2	2		Sailing canoe capsized in heavy surf; picked up canoeists and recovered canoe.
June 18....	88.....	1 mile W.....	T. W. Anderson, m. b.....	26		3,500		2			Stranded; floated and assisted to safe water.
Do.....	239.....	200 feet N.....	No. 16, rowboat.....			20		2	2		Occupants intoxicated; boat swamped at pier, leaving men in water; rescued.
Do.....	264.....	1 mile SW.....	Skidoo, m. b.....			150		2			Engine disabled; stranded; pulled afloat and taken to a dock.
Do.....	325.....	400 yards N.....	.....						1		Rescued from surf a woman who had tried to drown herself.
June 19....	22.....	24 miles SW.....	Barbara, m. b.....			500		1			Engine disabled; towed to Gloucester.
Do.....	255.....	8 miles WSW.....	—, m. b.....			250		5			Engine disabled; picked up and towed home.
Do.....	304.....	500 yards S.....	Racing shell.....			200		4	4		Capsized while out for practice; rescued occupants and saved shell.
Do.....	306.....	21 miles W. by N.....	Relief, m. b.....			2,500		2			Engine disabled at sea; picked up and towed to moorings in Neah Bay.
June 20....	274.....	4 mile N.....	—, canoe.....			25		4	4		Capsized; rescued 4 boys from along side and saved canoe.
Do.....	306.....	5 miles NW.....	Louise, m. b.....			1,500		2			Batteries dead; adrift; occupants sea-sick; towed to station.
June 21....	22.....	24 miles SW.....	Barbara, m. b.....		Fish	500	\$500	1			Engine disabled at sea; towed to Gloucester.
Do.....	224.....	1 mile SE.....	Chethusa, m. b.....			850					Dragging down river; picked up and towed to a dock.
Do.....	300.....	10 miles S.....	—, canoe.....			25		3	3		Canoe capsized near dock at Hancock, Mich.; station crew, near by, loading supplies, picked up 3 boys struggling in the water and recovered canoe.
Do.....	304.....	1 mile W.....	Viking, m. b.....			200		2			Engine disabled; towed to destination.
June 22....	23.....	600 yards N.....	Kim, slip.....			100					Loosened mooring in rough sea; removed to place of safety.



Do.....	77 and 78.	1 mile NW. station 77.	Emma Frances, m. b.	18	Oyster shells.	1,000	200	1	Stranded; floated and piloted to water.
Do.....	87.	1 mile NW.	Lillie, m. b.	5		4,000		6	Engine back-fired, setting boat on fire; flames put out and boat towed to Seaford.
Do.....	279.	2½ miles SE.	Seminole, slip			500		5	Mainmast blown away and helplessly adrift; towed to Jackson Park Harbor.
Do.....	279 and 280.	3 miles S. station 280.	Baldy, ywl.			500		2	At anchor and in danger of being thrown against pier in high sea; towed to Chicago Harbor and thence to a ship.
June 23	9.	1½ miles SE.	Topaz VIII, m. b.	23		7,500		3	Engine disabled; boat fell in trough of sea and rolled so heavily that occupants became seasick; towed in to a wharf with outside help.
Do.....	30.	2 miles NW.	—, m. b.			300		8	Engine disabled; towed to moorings.
Do.....	72.	½ mile NW.	—, rowboat.			30		2	Adrift in strong breeze with 2 small boys on board; picked up.
Do.....	239.	½ mile W.	—, m. b.			400		3	Shaft broken; boat drifting toward beach in rough sea; towed to station.
Do.....	252.	14 miles SW. by S.	Delmar T., m. b.	12		2,500		2	Dragged anchor and stranded; threw overboard stone ballast and floated vessel.
June 24	2.	2½ miles E.	—, m. b.			400		1	Engine disabled; towed to safety.
Do.....	23.	6 miles N.	Rogue, m. b.			900		1	Engine disabled; towed to Squam River.
Do.....	80.	½ mile N.	Water Island, m. b.	7		1,200		4	Engine disabled in bay; towed to Patchogue River.
Do.....	92.	1 mile NE.	Little Yankee, m. b.			800			Dragged anchor and stranded; pulled off and taken to station.
Do.....	153.	½ mile SE.	—, m. b.		Fish.	1,500	1,000	10	Engine disabled coming in from fishing grounds; towed to safe water and turned over to private boat.
Do.....	236.	½ mile E.	Lois, m. b.			1,800		2	Engine disabled; picked up and towed to moorings.
Do.....	249.	5 miles SW.	Pile driver.	5		500			Capsized in storm June 22; righted and towed to station.
Do.....	306.	3 miles WNW.	Lief E., m. b.		Fish.	9,000	1,000	5	Broken talkshaft; towed to station and landed master to enable him to telephone for tug.
June 25	126.	4 miles S.	Norma, m. b.			12,000		1	Engine disabled; towed to safety.
Do.....	188.	11 miles SW.	—, m. b.			500		2	Broke adrift in storm and stranded; launched and anchored.
Do.....	190 and 191.	18 miles SE. station 190.	Uffe, Dan. str.	1,869	Coffee.	750,000	500,000	22	Ran on uncharted shoal in high sea; 4 of crew landed in own boat, 18 taken off by station crews in surfboats; all hands succored; vessel floated off during night and service crews assisted ship's crew in running her into Lookout Light.
Do.....	236.	4 miles E.	Swan, str.	13		1,200		2	Engine disabled; also a leak; picked up and towed to a slip.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
June 25-26.	237	16 miles WSW	H. B. Dunham, m. b.			\$800		2			Engine disabled; stranded; floated and towed to Ashtabula.
June 26	Arcata	Point Wilson, Wash.	Terges V, m. b.			1,000		2			Engine disabled at sea; towed to berth in Port Townsend.
Do.	88.	4 mile W.	Avocet, m. b.			1,000		2			Stranded; assisted in floating by use of cables and anchors.
Do.	97.	2 miles W	—, m. b.		Fish	200		2			Engine disabled; towed to station.
Do.	182, 183, and 184.	Diamond Shoals.	Nat Mesdor, sch.	278	Fertilizer		\$100	6	6	6	Stranded in gale; under circumstances of great danger took crew off at stern by means of line; vessel, valued at \$15,000, total loss.
Do.	296	1/2 mile W.	—, m. b.			250		3			Batteries dead; towed to safe mooring in harbor.
June 27	Arcata	Straits of Fuca.	Bonnie Jean, m. b.	8		1,500		7			Engine disabled; adrift; picked up and towed to Port Townsend.
Do.	155 and 156	5 miles S. by E. station 155.	Mark Pendleton, sch.	534	Garbage tankage.			7	7	7	Sails blown away; stranded; took off crew by boat; succor given; vessel and cargo, valued at \$81,000, total loss.
Do.	273	6 miles N.	Hazel B, m. b.	9		2,000		2			Broke shaft in lake; towed to harbor.
Do.	276	500 yards E.	—, skiff.			20		1	1		Capsized; rescued occupant from along-side and recovered boat.
Do.	285	300 yards E.							1		Raft with boy on it blown away from shore; went out and took boy off.
June 27-28.	189	3 miles SW.	—, m. b.			150					Parted mooring and stranded; floated and towed home to owner.
June 28.	58.	1 mile SSW	Onondaga, str.	2,667	Miscellaneous.			31	31	31	Mistook light, stranded and sunk; took 1 man off vessel and picked up 2 boats in wreckage, containing 5 and 25 men, respectively, all in extreme peril; all hands succored at station; vessel and cargo, valued at \$1,775,000, total loss.
Do.	220	9 miles from station.	—, m. b.			100		3			Engine disabled; towed to safety.
Do.	313	1/4 mile ENE.	Else, m. b.			3,000		7	7		Engine disabled; swept into dangerous surf; surfman swam to boat with line; she was then towed to safety.

June 29	163	1 mile SE	—, m. b.	—	600	6	6	Punctured in bottom; sank, leaving occupants in water; all hands rescued.
Do	174 and 175	2 miles S. station 174	Hattie Gage, str.	80	—	13	12	Stranded in fog; 7 of crew, capsized trying to land through surf, rescued; one of 7 resuscitated; set up breeches buoy; 2 sailors hauled ashore on whip line, 3 landed by buoy; body of drowned mate recovered; succored crew at station and gave them clothing; carried to Elizabeth City by cutter Gresham; vessel, valued at \$40,000, total loss.
Do	188	2 miles ENE	—, m. b.	—	1,000	2	—	Engine disabled; floated and towed to place of safety.
Do	224	1 mile SE	—, m. b.	—	385	2	—	Engine disabled; near rocky shore; towed to a dock.
Do	235	1 mile N	Bessie, m. b.	—	400	2	—	Engine disabled; picked up and towed to mooring.
Do	279	1 mile N	Trix, m. b.	—	250	4	—	Engine disabled in lake at night; towed into Jackson Park Harbor.
Do	310	4 miles WSW	—, m. b.	5	1,350	2	2	Engine disabled; drifted into dangerous surf; towed out of danger and taken to Ilwaco.
Do	310	5 miles S	—, m. b.	6	1,350	1	1	Engine disabled; about to go into surf; towed out of danger and taken to Hammond.
June 30	23	2 miles E. by S	Vita Ferran, m. b.	—	300	1	—	Went on rocks in fog; saved motor and equipment and later floated boat and towed it to Gloucester.
Do	89	2½ miles SE	Patchie, m. b.	—	400	1	—	Out of fuel; dragging into dangerous water; picked up and taken to place where gasoline could be obtained.
Do	92	3 miles W	Florence A., m. b.	—	1,500	16	—	Capsized on bar and drifted ashore; occupants rescued by outside parties; boat floated and towed to landing in inlet.
Do	107	1 mile W	—, cat.	—	125	4	—	Mast broken; towed to yacht club landing.
Do	237	1½ miles N	Florence, m. b.	—	800	2	—	Engine disabled; pounding against breakwater; towed to mooring.
Do	239	9½ miles SW	Symphia, m. b.	20	2,000	4	4	Batteries dead; forced to anchor in breakers on rocky lee shore; picked up and towed into Rocky River.
Do	255	1 mile NE	Lena R., m. b.	—	250	—	—	Anchored in breakers; about to swamp; hauled to safety behind dock.
Do	306	4 miles NNE	—, m. b.	—	1,500	1	—	Batteries dead; boat adrift; towed to anchorage off station, repaired batteries, and sent boat on her way.
Grand total.				—	10,705,892	5,189	1,250	190

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE.

There are each year a large number of cases of assistance rendered to shipping or to water-front property in harbors where the value of the aid is difficult of appraisal; there are also a number of instances where futile attempts have been made at rescue work, which, although requiring as great efforts as if successful, can not be included in the reports of appraised assistance. All of these are therefore noted in chronological order, as follows:

[Abbreviations: m. b., motor boat; m. s., motor ship; slip., sloop; yf., yacht; ywl., yawl; str., steamer; sch., schooner; bk., bark; bkn., barkentine; bgn., brigantine; bge., barge; lgt. lighter; flat., flatboat; ct. bt., catboat.]

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1917.							
July 1.	8.	$\frac{1}{2}$ mile SW.	Stanley M. Seaman.	1,060	9		Warned away from shore by code signal.
Do.	20.						Removed flatboat from finger of small boy.
Do.	25.	$\frac{1}{2}$ mile SSE.	Beatrice, m. b.		6		Engine disabled; towed to Provincetown, Mass.
Do.	26.	Wear station.	Mary S., m. b.		15		Out of fuel; towed to yacht club.
Do.	75.	$\frac{1}{2}$ mile NW.	Golaude, m. b.		3		Propeller fouled by grass; necessary to clear it several times before boat could proceed.
Do.	89.	2 miles E.	West End, m. b.		2		Stranded; took off and landed occupants.
Do.	222.	$\frac{1}{2}$ mile SSW.	Roseanne, m. b.		5		Struck rock and broke wheel; towed to yacht club.
Do.	232.	$\frac{1}{2}$ mile S.	St. Louis, Br. sch.		6		Helped boat get away from dock and out into lake, no tug being available.
Do.	246.	$\frac{1}{2}$ mile S.	_____, rowboat.		3		Went ashore; picked up and beached.
Do.	247.	$\frac{1}{2}$ mile N.	San Toy, m. b.		3		Engine disabled; towed to a dock.
Do.	262.						Recovered from water and restored to owner, bedding and clothing that had evidently formed a week's washing.
Do.	276.	700 feet W.	Aloha, m. b.		1		Boat set on fire by short circuited wire; fire put out with Pyrene extinguisher.
Do.	281.	2 $\frac{1}{2}$ miles N.	_____, rowboat.		3		Raft adrift and menaced to boats; towed ashore.
Do.	281.	2 miles ENE.	Leonard B. Miller, str.		32		Out in lake and unable to make headway against wind; towed in.
Do.	282.	10 miles E.					Stranded in fog; sent off messages, took soundings, and assisted tug to release vessel.
Do.	297.	4 miles N.					Extinguished fire on breakwater at Presque Isle.
July 2.	75.	$\frac{1}{2}$ mile N.	Rhona, m. b.		2		Propeller fouled by grass, stranded; pulled afloat and propeller cleared.
Do.	231.	At station.	Anona, m. b.		1		Unable to proceed in narrow channel in head wind; given tow.
Do.	232.	$\frac{1}{2}$ miles N.	_____, flat.		2		Lost thole pins and drifted into lake; boat overhauled and taken with occupants (small boys), to station.
Do.	233.	1 mile NE.					Recovered body from water and sent it to morgue.
Do.	320.	300 yards NE.					Pulled automobile out of deep sand.
July 3.	16.	$\frac{1}{2}$ mile NE.	_____, rowboat.				Parted moorings and went on rocks; floated and placed in safe place.
Do.	283.	3 miles S.					Recovered body of drowned boy; resuscitation attempted.
Do.	317.						Assisted Grand Army post in raising flag pole.
July 4.	40.	4 miles S.	_____, sch.				Warned away from shore by Coston Signal.

Do.	135.	.....	.....	.....	.....	.....	.....	.....	Gave first aid to man who had run tooth of clam rake in his foot, and sent to doctor.
Do.	232	.....	.....	.....	Wm. Jamieson, Br. sch.	500	4	.....	Unable to reach pier against wind and current; towed alongside.
Do.	235	.....	.....	.....	.....	.....	.....	.....	Recovered body of drowned man and turned it over to police.
Do.	239	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	317.	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
July 5.	31.	.....	.....	.....	....., m. b.	.....	2	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	75.	.....	.....	.....	Marianelle, m. b.	.....	2	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	153.	.....	.....	.....	....., m. b.	.....	2	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	235	.....	.....	.....	Seminole, m. b.	.....	7	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	265	.....	.....	.....	Welcome, m. b.	13	5	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	272	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	311.	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
July 6.	29.	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	292	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	292	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	292	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	292	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	310.	.....	.....	.....	....., m. b.	7	2	2	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	310.	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
July 7.	20.	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	40.	.....	.....	.....	....., sch.	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	196	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	208	.....	.....	.....	Unknown str., and tow	6,000	27	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	292	.....	.....	.....	Wilbert L. Smith, str.	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	45.	.....	.....	.....	Geo. R. Smith, sch.	113	1	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	83.	.....	.....	.....	Jesse, m. b.	.....	2	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	140.	.....	.....	.....	Portumter, Br. str.	2,589	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	202.	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	236.	.....	.....	.....	....., m. b.	.....	21	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	236.	.....	.....	.....	Loretta, m. b.	6	4	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	274.	.....	.....	.....	Comet, m. b.	.....	5	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	281.	.....	.....	.....	....., m. b.	.....	1	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	281.	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	285.	.....	.....	.....	Lalton, m. b.	.....	1	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	300.	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	324.	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	324.	.....	.....	.....	.....	.....	.....	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
July 9.	232.	.....	.....	.....	Wm. Jamieson, Br. sch.	500	4	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	235	.....	.....	.....	Celia, m. b.	.....	1	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.
Do.	313.	.....	.....	.....	Tiverton, str.	557	22	.....	Assisted in extinguishing fire in rooming house, house almost destroyed, but large stone building adjacent was saved from catching fire.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1913—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1917.							
July 10.	24.	1 mile S.	—, m. b.				Parted mooring, stranded; hauled out beyond reach of surf.
Do.	233.	1 mile NNW.	Aurora, m. b.		4		Engine disabled; towed to berth in yacht club basin.
Do.	306.	7 miles W.				2	Carried doctor to Tafoosh Island to attend woman in confinement.
Do.	323.	1 mile E.	Eleanor, m. b.		4		Succored 2 men who became drenched while trying to launch an old boat.
Do.	323.	1 mile E.					Engine disabled; towed to anchorage.
Do.	324.	14 miles SSE.					Took charge of man prevented by bathers from drowning himself, and turned him over to the police.
July 11.	24.	500 yards S.					Fire on railroad trestle discovered by lookout and alarm raised; fire put out by employees of railroad.
Do.	75.	1 mile NE.	Everett, m. b.		1		Stranded while towing scow; floated launch and made repairs to engine.
Do.	107.	24 miles.	—, houseboat.				Went adrift and stranded; towed to Mantoloking.
Do.	236.	1 mile SW.	Nymph, m. b.		2		Engine disabled; towed to moorings.
Do.	266.						Gave surgical treatment to man who had cut his foot with an ax.
Do.	273.	14 miles SW.	Sumtub, m. b.		2		Recovered body of drowned man and turned it over to coroner.
Do.	304.	1 mile SW.	Invader, slip.		4		Engine disabled; towed to destination.
July 11-12.	236.	4 miles NW.					Mistook light and stranded; floated by tug, station crew assisting, and towed to harbor.
July 12.	236.	500 yards S.	Edlus, m. b.		6		Engine disabled; towed to moorings.
Do.	236.	do.	Geneva, m. b.		1		Do.
Do.	252.	400 feet SW.	Polaris, m. b.	25	3		Plotted to a harbor 3 boatmen trying to find water for the night; succor afforded.
July 12.	257.	1 mile SE.	Columbia, str.	96	13		Engine disabled; picked boat up and held it until relieved by tug.
Do.	278.	1 mile SW.					Recovered body of drowned woman; resuscitation attempted.
Do.	287.	2 miles ENE.	Indian, str.	30	3		Engine disabled; towed to harbor by tug, service crew standing by.
Do.	304.	1 mile SW.	Sumtub, m. b.		1		Engine disabled; towed to safety.
July 13.	20.						Removed fishhook from boy's foot and dressed wound.
Do.	28.	1 mile NW.	—, m. b.				Lost propeller; towed to safety.
Do.	88.	14 miles W.	do.		3		Engine disabled; stranded; landed crew, then pulled boat off to abeltered water.
Do.	90.	4 miles W.	Edna, slip.		2		Parted cable and stranded; boat lost, but engine, sails, and rigging saved.
Do.	274.	2 miles N.	Titanic, stiff.	5	4		Went adrift from breakwater; picked boat up 2 miles offshore and also took crew off breakwater.
Do.	278.	4 miles E.	Josie B., m. b.	14	5		Engine disabled, adrift in lake; stood by while boatmen set engine going.
July 14.	23.	1 mile NE.	—, dory.		3		Dory taken by 3 inexperienced boys; overhauled by station crew and boys turned over to police.
Do.	222.	1 mile N.	—, m. b.		1		Engine disabled; towed to yacht club.
Do.	234.	1 mile NW.	Caranla, slip.		7		Became and was stranded; towed to good anchorage.
Do.	235.	5 miles W.	—, rowboat.	25			Adrift from lighted ship Buffalo; picked up and held for owner.
Do.	320.	34 miles N.	—, str.				Dangerously near shore in fog; warned away by Coast signal.
July 15.	26.	2 miles N.					After much work extricated automobile that was deep in sand.
Do.	239.	14 miles SE.					Picked up body of drowned boy and sent it to morgue.

July 16...	113	1 mile SSE.	1 m. b.	2	Feed pipe broken, gasoline lost; furnished enough fuel to run boat to harbor.
Do.	22	1 mile NE.	Lone Star, slip.	2	Piloted in over bar.
Do.	22	1 1/2 miles NE.	Two Cousins, sch.	4	Recovered body of drowned boy hather.
Do.	23				Engine disabled; towed boat 8 miles to home of occupant.
Do.	25		m. b.	4	Pulled automobile out of surf.
Do.	313	At station			Warned offshore by Coston signal; vessel acting suspiciously, reported to Navy Department.
July 17...	70	3 miles N. by W	str.		Gave first aid to a soldier who had accidentally shot himself.
Do.	92	1 mile SW.			Recovered body of drowned boy.
Do.	240				Recovered body of drowned swimmer.
Do.	284	6 1/2 miles W			Shaft broken; towed to Rockport.
July 18...	22	1 mile S.	m. b.	1	Throat baldras broken; towed to Savin Hill Yacht Club.
Do.	25	1 mile S.	Squanto, ywl.	5	Recovered body of drowned canoeist.
Do.	235	6 1/2 miles SSW			Man injured while trying to start his engine; towed boat in to dock.
Do.	235	1 mile N.	m. b.	1	Horse and wagon backed off a dock, horse drowned; saved harness valued at \$25; wagon saved by outsiders.
Do.	235	1 mile S W.			Put to sea in search of a fisherman whose wife and child had been fatally hurt by a mad dog; found man and apprised him of what had occurred.
Do.	310				Prepared body of late neighbor for burial.
July 19...	1	1/2 mile N.	Isabelle, m. b.		Parted moorings and stranded; floated on rise of tide and taken to safe place.
Do.	25		str.		Warned away from shore by Coston signal.
Do.	73	1 mile E.			Recovered body of man who had drowned himself; resuscitation attempted.
Do.	239				In lake and unable to find way into harbor at Michigan City; piloted in.
Do.	238	100 yards N.	skiff		Carried by boat from White Island to Portsmouth body of woman who had died.
Do.	274	5 miles N.	Mayflower, m. b.	3	Recovered body of woman drowned when a rowboat capsized.
July 20...	14	1 mile S.			Engine of launch disabled; towed to yacht club.
Do.	25	1 1/2 miles NNW	m. b. and tow.	2	Warned away from shore by Coston signal.
Do.	25	1 mile NE.	str.		Recovered body of man drowned by falling off vessel.
Do.	41	2 miles NE.		10	Unable to make harbor for lack of wind; towed into a dock.
Do.	217	1 mile SSW		5	Towed from dock into lake until sail could be made.
Do.	222	1 mile NW	Julia B. Merrill, sch.	5	Took to hospital an Italian who had been shot in a factional fight.
Do.	222	1 mile S.	Newlands, sch.	5	Put into harbor with seaman in need of doctor; landed seaman and other members of crew, sent off message, etc.
Do.	241		Landbo, str.	22	Jammed into harbor by steamer Landbo, badly a leak; help secure vessel at pier.
Do.	247	1 mile ENE.		8	Vessel came into harbor badly a leak, having been badly damaged by stranding 10 miles NE. of station; landed master to engage a tug to tow vessel into shallow water; temporary repairs being made, vessel proceeded to a dry dock.
Do.	247	do.	Athens, str.	11	Engine disabled; towed to a dock.
Do.	247	In harbor.	Smith, str.		Fouled a gas buoy while in tow and parted hawser; ran line from towing vessel to barge and recovered it, barge about to go on spit when picked up.
Do.	304	1 mile SW	Sumtub, m. b.	2	Assisted in casting of anchor and anchoring vessel.
Do.	310	4 miles SSE.	No. 11, bge.		Dragging anchor; sent tug to take vessel to safe anchorage.
Do.	311	3 miles NW	bge.	2	Stranded and out of supplies; towed boat to safe anchorage in Elizabeth River and carried master to Southport for supplies.
Do.	311	2 miles NW	bge.	2	Collided with pier; towed to berth in yacht club basin.
July 20-21...	104	8 miles E.	Annie Edwards, sch.	25	
July 21...	233	1/2 mile N.	Matchless, slip	2	

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1917.							
July 22.	21	Near station	Katherine, m. b.		15		Apprehended 4 boys who had broken into a vacant cottage.
Do.	25	4 miles SE.	—, m. b.		3		Engine disabled; towed to safe water.
Do.	22	2 miles E.	—, m. b.		3		Fought fire in freight house, saving much valuable freight.
Do.	283	3 miles NW.	Brooklyn, str.	333	18		Out of fuel; towed to station and supply loaned.
Do.	313	1 1/2 miles NW.					Pulled automobile out of sand and surf.
Do.	317	4 miles W.					Missed channel in darkness, stranded; floated by running hawser and working steamer's propeller.
July 23.	23	At station	Samuel Castner Jr, sch.	239	6		Vessel's fresh water exhausted; supply furnished.
Do.	26	4 miles W.	—, m. b.		9		Engine disabled; towed to yacht club.
Do.	122	4 miles SSE.	Ladoga, str.	61	5		Out of water; piloted to Atlantic City to obtain supply.
Do.	147	2 1/2 miles NE.	—, str.	13	2		Warned away from shore by Coston signal.
Do.	255	1 1/2 miles SW.	Welcome, m. b.				Engine disabled; towed to Cheboygan.
Do.	256	6 miles —					Recovered body of young man drowned while trying to rescue a girl; resuscitation attempted.
July 24.	53	7 miles —	Siron, m. b.	21	4		Stranded in fog; ran line and otherwise assisted in floating vessel.
Do.	84	2 miles E.	Ingude, m. b.	6	6		Broke shaft, stranded; towed to Babylon.
Do.	126	1 mile NE.	—, gunning boat.				Stranded; pulled aloft and towed to safety.
Do.	152	1 mile SW.	Happy Home, slip.	8	5		Stranded; floated on rise of tide.
Do.	254	2 1/2 miles W.	Patrol No. 2, m. b.		2		Engine disabled after leaving station with supply of gasoline; boarded boat and set engine going.
July 25.	109	1 mile S.	Eagle, m. b.		3	3	Engine disabled, boat totally wrecked; saved engine and effects of crew, succor afforded.
Do.	165	1 1/2 miles NE.	—, str.				Warned away from shoals by code signal.
Do.	237	1 mile E.	Fredia, m. b.				Recovered body of drowned man, bathed.
July 26.	29	400 yards E.					Inexperienced boatman ran craft ashore; hauled off and safely anchored.
Do.	81	3 miles E.	Tulip, str.				Dressed wound of man who had cut off end of finger with axe.
Do.	126	1 mile E.	—, dory				Warned away from shore by Coston signal.
July 27.	24	1 mile E.	—, m. b.				Driven ashore in squall, occupants landed unaided; floated boat and took it to safe water.
Do.	25	1 mile NNE.	—, m. b.				Went adrift in squall; towed to safe mooring.
Do.	47	1 mile SE.	—, sch.				Warned away from shore by Coston signal.
Do.	119	4 miles NE.	Josephine, m. b.	10	1		Ran on sandbar; floated at high water.
Do.	255	1 mile E.	—, rowboat.		3		Adrift; picked up and returned to owner.
Do.	285	1 mile NNE.	—, scow.				Towing scow with rowboats, unable to go against wind, drifting toward breakwater; towed to harbor.
Do.	306	8 miles N.	Tillie A., m. b.		2		Swamped; hauled ashore, total loss, saved engine, member of crew drowned.
Do.	311	1 mile W.	Mi Mi, m. b.		8		Landed man from Columbia Lightship.
July 28.	88	1 mile W.	—, m. b.		6		Stranded; floated by reversing engine at keeper's suggestion.
Do.	88	1 mile W.	—, m. b.		6		Stranded; worked aloft.
Do.	139	1 mile W. by N.	Mayflower, slip.		3		Parted cable and stranded; pulled up on beach to permit caulking.



July 29	25	1 mile NNW	.....	.....	.....	.....	Recovered body of man drowned by falling overboard from launch.
Do.	25	Near station.	.....	.....	.....	4	Engine disabled; towed to safety.
Do.	30	2 1/2 miles W	.....	.....	.....	2	Centerboard lost and gasoline pipe broken; towed to dock.
Do.	37	.....	.....	.....	.....	9	Engine disabled; towed to Provincetown.
Do.	83	1 1/2 miles NE.	.....	.....	.....	3	Engine disabled; towed to a dock.
Do.	84	1 mile —	.....	.....	.....	8	Engine disabled; stranded; pulled clear and towed ashore.
Do.	88	150 yards E	.....	.....	.....	9	Grounded on sunken meadow; worked aloft.
Do.	235	1 1/2 miles W	.....	.....	.....	.....	Recovered bodies of two men; drowned while bathing.
Do.	236	1 1/2 miles NW	.....	.....	.....	3	Engine disabled; towed to a dock.
Do.	238	1 1/2 miles NW	.....	.....	.....	.....	Engine disabled; towed to sheltered place.
Do.	238	9 miles W	.....	.....	.....	1	Recovered body of boy, drowned while bathing.
Do.	240	3 miles E	.....	.....	.....	.....	Recovered body of man, drowned while swimming.
Do.	258	30 miles N. by W	.....	.....	.....	3	Lost rudder; towed to a dock.
Do.	271	7 miles S	.....	.....	.....	.....	Picked up body of drowned bather and turned it over to coroner.
Do.	276	8 miles SW	.....	.....	.....	.....	Capsize, one of two occupants drowned; recovered body.
Do.	278	2 1/2 miles SW	.....	.....	.....	.....	Recovered body of man drowned by falling overboard from vessel.
Do.	284	1 1/2 miles NE.	.....	.....	.....	6	Boat went adrift and left fishermen marooned on pier; picked up boat and brought men ashore.
Do.	300	100 yards W	.....	.....	.....	.....	Extinguished fire on pier.
Do.	319	5 miles NW	.....	.....	.....	28	Struck Arena Rock in fog; stood by while wreckers floated vessel.
Do.	30	1 1/2 miles W. by N	.....	.....	.....	2	Engine disabled; towed to Plymouth.
July 30	100	1 1/2 miles SW	.....	.....	.....	.....	Passenger train struck gasoline truck, killing driver and setting fire to entire train; station crew fought fire, saving engine and 2 coaches, 2 coaches and railway station destroyed; number of persons on train burned, engineer fatally.
Do.	266	1/2 mile SE	.....	.....	.....	.....	Recovered body of small boy drowned by falling off dock; resuscitation attempted.
Do.	309	.....	.....	.....	.....	.....	Recovered body of man drowned by falling out of a boat; turned over to coroner.
July 31	9	1/2 mile SW	.....	.....	.....	.....	Recovered body of drowned woman bather; resuscitation attempted; body prepared for burial.
Do.	20	.....	.....	.....	.....	.....	Removed fish hook from boy's foot and dressed wound.
Do.	79	1 1/2 miles NNW	.....	.....	.....	1	Machine fell into water from height of 500 feet; helped remove engine and float plane, aviator uninjured.
Do.	82	500 feet W	.....	.....	.....	.....	Carried sick woman to a doctor.
Do.	126	1/2 mile E	.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.	255	4 miles SSW	.....	.....	.....	.....	Helped get forest fire under control.
Do.	278	3 miles SW	.....	.....	.....	.....	Recovered bodies of two soldiers, drowned when small boat capsized.
Aug. 1	25	1/2 mile E	.....	.....	.....	2	Beached; towed to moorings.
Do.	49	1/2 mile WNW	.....	.....	.....	1	Shaft disabled; stranded; towed to safe mooring.
Do.	70	2 miles W	.....	.....	.....	.....	Woman overcome by heat on beach; taken to her home.
Do.	82	1/2 mile W	.....	.....	.....	1	Engine disabled, drifting into fish pound; picked up and towed to safety.
Do.	98	1 mile W	.....	.....	.....	2	Stranded in squall, going to pieces; occupants who waded ashore, carried to Highlands, N. J.
Do.	154	1 mile SE.	.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.	232	14 miles ENE	.....	.....	.....	6	Beached; towed to coal trestle.
Aug. 2	14	1 mile S	.....	.....	.....	1	Gasoline pipes choked; towed to wharf and pipe cleared.
Do.	31	.....	.....	.....	.....	.....	Pulled automobile out of sand on beach.
Do.	88	14 miles NNW	.....	.....	.....	.....	Broke ear and stranded; pulled clear and towed to safety.
Do.	233	22 1/2 yards NNE	.....	.....	.....	2	Engine running wild; boat aleak; picked up and towed in to shallow water, where repairs could be made.
Do.	239	1 mile NE.	.....	.....	.....	.....	Recovered body of man drowned in lake.
Do.	285	1/2 mile E	.....	.....	.....	.....	Recovered body of drowned child; resuscitation attempted.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons on succored.	Remarks.
1917.							
Aug. 3.	233	3 miles SE.	Cornelia, sandercock.	100	3		Recovered body of drowned boy; resuscitation attempted. Tug unable to tow scow to port on account of fresh wind; ran line for a larger tug that took scow in tow.
Do.	273	1 mile S.					Recovered body of man from surf and turned it over to coroner.
Aug. 3-4.	311	2 miles NW.	—, m. b.		1	1	On fire, occupants rescued by private boat, which got line in her propeller; towed boat to station and cleared wheel and treated burns of man rescued; later saved engine of burned boat; furnished clothing.
Aug. 4.	9	1 mile SW.					Recovered body of drowned girl; resuscitation attempted.
Do.	208	1 mile ENE.					Warned away from shore by Coast signal.
Do.	247	5 miles SSE.	Myron, str.	676	18	2	Wheel bucket damaged; landed master and engineer to obtain diver; also towed lighter to vessel and performed other service; succor afforded.
Do.	273	1 mile W.					Recovered body of man who had drowned himself.
Aug. 4-5.	133	1 mile NNW.					Recovered body of drowned girl; resuscitation attempted.
Aug. 5.	Talapoosa	Diamond Point.	Waddon, str.	5,500	36		Made unsuccessful effort to float vessel under very trying circumstances.
Do.	9	1 1/4 miles WSW.					Helped get under control a forest fire that threatened some cottages.
Do.	19	1 mile W.					Found lost child and restored her to her parents; succor afforded.
Do.	236	15 miles SW.	Bella, m. b.		3		Engine disabled; towed to moorings.
Do.	238	1 mile SSE.					Recovered body of man drowned while in bathing.
Do.	235	1 mile NE.					Recovered body of drowned boy.
Do.	300	1 mile S.		20	3		Assisted in floating set of boom logs that had become embedded in the sand.
Do.	305	1 mile S.					Brought sick man ashore from vessel and handed him over to a hospital doctor.
Do.	305	1 mile W.	Billie, m. b.		2		Gave first aid to man who had severed end of a finger while cutting meat.
Aug. 5-6.	241	5 miles SE.					Unmanageable in squall, went on jetty; occupants rescued by light keeper; boat floated and towed to a dock.
Aug. 6.	254						Helped subdue fire in lumber mill, thereby saving adjacent property valued at \$30,000.
Do.	267	3 miles W.	—, dinghy.		2		Went adrift; recovered out in lake, towed to harbor and returned to owner.
Do.	300	2 miles NE.	—, skiff.				Dredging to sea; picked up and returned to harbor.
Aug. 7.	81	2 miles NE.					Boat went adrift, leaving party of 4 on beach; carried party to mainland.
Do.	152	2 miles NE.	Unknown vessel.				Warned away from shore by Coast signal.
Do.	235	5 miles S.					Recovered body of drowned man.
Do.	259						Brought doctor from Leland, Mich., to attend sick child; later carried child to hospital at Leland for operation.
Do.	259	1 mile NW.					Carried sick child to Leland, Mich., for medical treatment.
Do.	260						Fought fire in fish house and warehouse, saving adjacent property worth several thousand dollars.
Do.	276	1 mile NW.					Man left on dam by vessel which failed to return; taken off and brought to station.
Do.	285	1 mile SE.					Fisherman on pier cut off by water breaking over structure; brought ashore in station boat.

Aug. 8.	8.	24 miles NNW	Quit, m. b.	14	Stranded in fog, occupants escaping to ledge; assisted in getting boat afloat.
Do.	22	4 miles SSW	La Vagranite II, m. b.	8	Out of fuel; towed to yacht club.
Do.	58	6 miles E.	Valnessa, m. b.	2	Engine disabled; boarded boat and made repairs.
Do.	89	land.	—, slip.	2	Stranded; ran out anchor and boat floated on rise of tide.
Do.	92	1 mile W.	—, str.		Warned away from shore by Coston signal.
Aug. 9.	29	3 miles N.	Squanto, sch.	20	Do.
Do.	34	2 miles E.	Geo. S. Page, sch.	2	Went ashore in fog; assisted in floating.
Do.	82	1 mile NW	Alma, m. b.	2	Stranded; helped remove part of cargo, hoisted sail and worked windlass; vessel floated.
Do.	88	300 yards W.	—, m. b.	2	Engine disabled; boarded boat and made repairs.
Do.	162	14 miles N.	—, m. b.	2	Extricated automobile from quicksand.
Do.	296	1 mile NW	—, m. b.	2	Rudder broken; engine disabled; towed to a dock.
Do.	271	4 miles S.	—, m. b.	2	Man and woman caught in cave-in of cement walk; man killed, woman injured; removed body of man and released woman.
Do.	272	300 yards N.	—, m. b.		Extricated automobile from sand in surf.
Do.	280	5 miles E.	—, m. b.		Recovered body of drowned man.
Do.	324	Off station.	—, m. b.		Took into custody and accompanied to her home a woman who came to the beach with suicidal intent.
Aug. 10.	13.	4 miles SW	Sally, rowboat.		In surf and in danger of being destroyed; hauled out on beach.
Do.	304	100 yards NW	Joyette, slip.	3	Missed float in darkness and ran into shoal water; towed to float.
Do.	304	4 miles SE.	Priscilla, sch.	2	Engine disabled; towed to boat club.
Aug. 11.	7.	24 miles E. by N.	Silver King, m. b.	5	Anchored in dangerous position near rocks; piloted to safe water.
Do.	88.	1 mile SW	—, m. b.	4	Stranded; landed occupants, boat floated on rise of tide; ran her out into deep water.
Do.	196.	4 miles WSW	—, m. b.	3	Stranded; landed occupants.
Do.	232	1 mile SW	Birdie Calkins, sch.	5	Towed from wharf out into lake, no tug being available.
Do.	236	1 mile NNE.	Rhody, m. b.	2	Recovered body of man from water; supposed to have fallen off a tug Aug. 8.
Do.	306.	22 miles S.	—, m. b.		Stranded in fog, went on rocks, becoming total loss; carried occupants 22 miles to Neah Bay.
Aug. 12.	1.	1 mile ENE.	Ralma, slip.	7	Recovered body of drowned man; resuscitation attempted.
Do.	25.	1 mile E.	Canoe.	2	Becalmed; towed to Pleasure Bay.
Do.	237.	14 miles E.	—, m. b.		Capsize; one of occupants drowned; recovered body; resuscitation attempted.
Do.	280.	1 mile S.	—, m. b.		Recovered body of drowned man.
Do.	284.	300 yards S.	—, m. b.		Recovered body of man from water and sent it to morgue.
Do.	322.	1 mile S.	Mascot, m. b.	6	Engine disabled; boarded boat and repaired difficulty.
Aug. 13.	5.	24 miles NNE.	—, rowboat.		Removed old boat from track of navigation.
Do.	11.	1 mile E.	—, m. b.		Assisted doctor in reducing shoulder dislocation of man injured by fall off rocks.
Do.	14.	1 mile NW	Valorous, m. b.	3	Outside harbor after dark, afraid to venture in; went out and brought boat in; success afforded over night.
Do.	279.	1 mile N.	Scout, m. b.	5	Recovered body of drowned colored woman from lake.
Do.	281.	1 mile NE.	—, m. b.		Engine disabled; towed to pier and made repairs.
Do.	311.	150 feet.	—, m. b.		Extinguished fire in cottage chimney.
Aug. 15.	5.	70 yards from station	Patrol boat, m. b.		First aid to woman injured in runaway; sent for doctor.
Do.	89.	4 miles E.	—, m. b.		Stranded in fog; floated unassisted; put 2 members of boat crew on board.
Do.	89.	1 mile SE.	—, m. b.		3 children on sand bar cut off by rising tide; brought ashore.
Do.	221.	500 yards NE.	—, m. b.		Put out fire in fisherman's cabin and repaired damage.
Do.	236.	3 miles SW	—, m. b.		Recovered body of drowned man.
Do.	24.	Off station	Ellen, m. b.	6	Shaft damaged, leaking; took boat to harbor and freed her of water.
Aug. 16.	24.	1 mile N.	Marvi, m. b.	8	Out of fuel; supply furnished.
Do.	77.	1 mile E.	—, m. b.		Rescued body of drowned man.
Do.	273.	1 mile E.	—, m. b.		

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station.)	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1917.							
Aug. 16.	279	1 mile SE.	Olga, m. b.		2		Engine disabled, stranded; pulled off and towed to moorings.
Do.	290	2 miles N.	—, skiff.				Fire in fish shanty; unable to save shanty but prevented spread of fire, thereby saving adjacent buildings.
Do.	304	1 mile N.	—, m. b.		2		Adrift; picked up and hauled out on beach.
Do.	304	1 mile S.	—, m. b.		2		Engine disabled; towed to safety.
Aug. 17.	Hudson.	Ambrose channel.	Cavuga, str.	60	9		Boiler trouble; towed to Gravesend Bay.
Do.	24	1 mile SW.	Swiften, m. b.	27	1		Dragged anchors and stranded; floated and taken to safe anchorage.
Do.	28						Prepared body of man for burial and assisted undertaker.
Do.	83						Delivered telephone message intended for local fishermen.
Do.	280	7 miles NE.					At 2 a. m. went out 7 miles in lake to waterworks crib and brought ashore to hospital a man suffering from appendicitis.
Do.	304	1 mile N.	Capitol, m. b.		2		Engine disabled; towed to safety.
Aug. 18.	1	14 miles ESE.	—, m. b.		1		Out of fuel; supply furnished.
Do.	19	300 yards S.	—, dory.		4		Helped physician care for woman injured by falling from a street car.
Do.	26	20 miles SSE.	Racine, str.	1,089	22		Adrift; towed 2 miles to destination.
Do.	32 and 37.						Hove to offshore with boilers disabled and sent boat's crew ashore to assistance; sent call for tug and towed boat back to vessel.
Do.	232	1 mile SSW.	Oliver, sch.	500	5		Went aground while trying to make dock; pulled off and towed alongside.
Do.	234	1 mile NE.	—, m. b.				Unable to breast wind and current; towed to a dock.
Do.	236	1 mile SSW.	Omar, m. b.		5		Engine disabled; towed to moorings.
Do.	247.						Boat from steamer Pathfinder handed with injured member of crew; accompanied man to a doctor.
Do.	305.	129 miles ENE.					Boat landed with Eskimo suffering from gunshot wound; carried man to station and called doctor, then carried him to hospital.
Aug. 19.	20	1 mile N by E.	Tonawanda, m. b.		10		Engine disabled; some of persons on board seasick; party assisted to land near station.
Do.	20	1 mile WNW.	Deina, slip		1		Assisted in calling for bathor who had broken his neck by diving.
Do.	25	3 miles E.	—, m. b.		5		Stranded; pulled off and towed to safety.
Do.	29	10 miles S.	—, m. b.	31	9		Out of fuel; towed to mooring in harbor.
Do.	41.						Went on Pollock Rip Shoal and sank; crew escaping in boat; picked up and occupants taken to station and succored overnight.
Do.	238	1 mile W.	—, m. b.		2		Engine disabled; towed to moorings.
Do.	236	1 mile S.	—, m. b.	8	5		Do.
Do.	272	44 miles N.	Nellie Bell, m. b.		5		Engine disabled; towed in to a dock.
Do.	276	13 miles NE.					Recovered body of man, evidently thrown into water after being killed.
Do.	283	14 miles S.					Recovered body of man from lake.
Do.	300	1 mile SS.					Brought exhausted swimmer ashore.
Do.	12	1 mile SSW.	No. 27, m. b.		3		Engine disabled; towed to landing.
Aug. 20.	19 and 20.	3 miles E by S.	Alice May, m. b.		7		Engine disabled, at sea; ran line from passing power boat which took disabled boat in tow, stood by until it was safely in Merrimac River.

Do.	23.	400 yards N.	—, cat.	3	Fouled on anchor of another boat and sunk in shallow water; hauled boat close to shore and made it fast.
Do.	41.	1 mile NE.	—, str.	3	Warned away from shore by Coast signal.
Do.	75.	1 mile NE.	—, m. b.	2	Engine disabled; boarded boat and set engine going.
Do.	80.	1 mile E.	Bertha, m. b.	2	Do.
Do.	113.	2 miles NW.	Mermaid, cat.	8	Stranded; took off occupants (2 girls) and carried them to Barnegat City released boat next day and towed it to harbor.
Do.	252.	10 miles S.	—, str.	1	At anchor near shore in swell and unable to get away; towed to Saugatuck harbor.
Do.	271.	14 miles E.	Kayashk, m. b.	2	Engine disabled; picked up and towed to destination.
Do.	304.	1 mile W.	—, m. b.	1	Engine disabled; about to drift on coal dock; towed to ship.
Do.	304.	1 mile W.	Missaba, m. b.	22	Recovered gill net from surf and held for claimant.
Do.	309.	14 miles SSW.	Edith, m. b.	3	Engine disabled; towed to moorings.
Aug. 21.	32.	1 mile SW.	Emerson, str.	6	Out of food and coal; piloted in to a dock.
Do.	32.	1 mile SW.	—, ywl.	7	Stranded; pulled aloft and directed to channel.
Do.	77.	360 yards NNW.	Alice, m. b.	6	Leaking; blocked boat up and repacked stuffing box, making boat water-tight.
Do.	82.	4 miles NE.	Whacker, m. b.	6	Out of fuel; supply loaned.
Do.	153.	14 miles SW.	Larkin, m. b.	6	Beached; towed to a dock.
Do.	267.	40 yards NW.	—, m. b.	44	Engine disabled; picked up and towed until tug took boat in charge.
Do.	276.	Cape Fear.	Amazonia, str.	117	Stranded; pulled aloft; grounded again; floated a second time.
Aug. 21-22.	9.	3 miles N.	City of Lahore, str.	3	Assisted in caring for victims of automobile accident.
Aug. 22.	22.	1 mile S. by E.	Nadine, m. b.	24	Stranded in fog; worked aloft by own power; piloted into deep water.
Do.	22.	1 mile SE.	Tamar, ship.	5	Lost bearings; unable to find shelter for night; piloted into harbor to a dock.
Do.	54.	6 miles S. by W.	—, m. b.	2	Anchored near shoal and stranded; summoned tug, which pulled vessel off and towed her away.
Do.	157.	400 feet SW.	—, m. b.	2	Found mail carrier on beach semiconscious, suffering from indigestion; gave him first aid and sent for a doctor.
Do.	257.	14 miles S.	Marguerite, m. b.	5	Lost key to propeller shaft; towed to station and hauled out and new key made and fitted.
Do.	278.	13 miles N.	Ishpenning, str.	22	Lost propeller; occupants taken to station and cared for overnight; boat towed in by private launch.
Do.	284.	1 mile E.	Isben, m. b.	1	Stranded in fog; helped lighter 3,000 tons of soft coal, operate pumps, run lines, etc., incident to work of getting vessel aloft; released Aug. 27.
Aug. 20-23.	287.	55 rods E.	—, m. b.	4	Engine disabled; towed in to a dock.
Do.	247.	3 mile SSE.	—, m. b.	1	Furnished facilities for getting boat out of water so that wheel could be repaired.
Aug. 23.	23.	1 mile S.	Florida, m. b.	6	Batteries dead; towed to a wharf.
Do.	25.	At station.	Lucy, m. b.	2	Spring a leak; towed to beach.
Do.	40.	24 miles WSW.	Lusitania, m. b.	3	Warned away from shore by Coast signal.
Do.	108.	60 rods E.	Sea Gull, m. b.	2	Broken shaft; stranded; pulled out on beach.
Do.	139.	22 miles S.	—, m. b.	2	Barn set on fire by lightning; fire extinguished and near-by dwelling saved.
Do.	189.	4 mile NW.	Berestia, m. b.	6	Out of fuel; towed to Atlantic, N. C.
Do.	247.	1 mile NW.	Edward E. Steel, sch.	1	Furnished facilities for hoisting boat out of water in order to make repairs.
Do.	267.	1 mile NW.	—, m. b.	2	Seriously damaged by running on pile; towed to safety.
Do.	276.	113, 123.	—, skiff.	2	Fisherman marooned on abutment of dam; brought shore.
Aug. 24.	113, 123.	400 yards SE.	—, m. b.	2	Carried fish pound inspect or on his rounds.
Do.	273.	1 mile SW.	—, m. b.	6	About to go adrift in strong sea; secured by extra line.
Do.	287.	9 miles NW.	—, m. b.	1	Warned vessel to sail anchorage in harbor.
Do.	304.	4 miles SSE.	—, m. b.	2	Engine disabled; towed to safety.
Do.	310.	4 miles SSE.	—, m. b.	2	Recovered gill net lost in rough sea.
Aug. 25.	97.	4 miles SSE.	—, m. b.	2	Engine disabled; boarded boat and made repairs.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1917							
Aug. 25.....	126.....	1½ miles N.....	Julia, m. b.....		6.....		Out of fuel; towed to harbor.
Do.....	255.....	1 mile N.....					Carried man to Cheboygan to obtain medical treatment.
Aug. 26.....	25.....	¾ mile S.....	Dora, m. b.....		5.....		Engine disabled; picked up and towed to Savin Hill Yacht Club.
Do.....	25.....						Carried ashore and sent to hospital a man injured by getting his arm caught in the flywheel of a launch's engine.
Do.....	78.....	300 yards N.....	Hydroairplane.....		2.....		Collided with pier in squall, wrecking machine; occupants unhurt; machine towed ashore.
Do.....	271.....	¾ mile N.....	Kayashk, m. b.....	9.....	5.....		Parted anchor chain and stranded; total loss; recovered anchor chains and gear.
Do.....	280.....	400 feet S.....	Lucy, m. b.....	7.....	7.....		Line in propeller; cleared.
Aug. 26-27.....	81.....	4 miles S W.....	Allen Gurney, sch.....	169.....	4.....		Recovered fish net from surf and restored it to owner.
Aug 27.....	45.....	5 miles S W.....					Unable to obtain services of tug; station crew worked vessel into harbor, helped man pump, and handle sails after anchoring.
Do.....	53.....	¾ mile NW.....			1.....		Automobile plunged over an embankment into a creek; hauled out and taken to a garage.
Do.....	235.....	1 mile NW.....	Mary Ann, m. b.....		3.....		Engine disabled; towed into a dock.
Do.....	237.....	12 miles S W.....					Gave first aid to man suffering from acute indigestion and sent for doctor; man died before doctor arrived.
Aug. 28.....	20.....	¾ mile NW.....					Two cottages destroyed by fire; by extremely hard work saved 2 near-by cottages from burning.
Do.....	25.....	Near station.....			1.....		Unmanageable in strong wind; boarded boat and sailed it to safe mooring.
Do.....	98.....	¾ mile W.....	rowboat.....		2.....		Lost an oar, went on dike; towed to Highlands, N. J.
Do.....	254.....	4 miles N.....	Winifred, m. b.....		3.....		Engine disabled; towed into Manistee River.
Do.....	276.....	6 miles NE.....					Recovered body of man drowned by falling out of a boat.
Aug. 29.....	141.....	2 miles NW.....					Recovered body of drowned boy.
Do.....	141.....	do.....					Factory on fire; helped protect adjacent buildings.
Do.....	202.....	1½ miles S.....			5.....		Pulled automobile out of sand in surf.
Do.....	311.....	3 miles NW.....	Margaret, m. b.....				Assisted tug in recovering vessel's anchor.
Aug. 30.....	89.....	2 miles W.....					Cared for body of drowned man washed upon beach.
Do.....	91.....	2 miles E.....	Rebecca M., sch.....	30.....			Set on bar by tide; ran line from vessel to tug.
Do.....	287.....	150 yards NW.....					Recovered body of drowned boy.
Do.....	306.....	¾ mile W.....	Jakut, Russian str.....		31.....		Made arrangements for shelter for 27 members of crew; prevented by rough sea from going aboard their vessel.
Do.....	308.....	2 miles NW.....					Delivered telegram to master of lighthouse tender May Anita.
Do.....	309.....	5 miles S.....	Hopper, m. b.....		1.....		Capsized in breakers, occupants reaching shore unassisted; hauled boat out on beach.
Do.....	313.....	¾ mile NW.....			3.....		Hauled automobile out of sand in surf.
Aug. 31.....	19.....						Gave first aid to child burned by explosion of fireworks and brought doctor to attend her.
Do.....	50.....	5 miles SSW.....	Brandon, str.....	2,431.....	20.....		Steering gear broken, stranded; sent off telegram for master.

Do.....	82.....	At station.	....., m. b.	.....	1	Treated man suffering from ivy poisoning.
Do.....	83.....	200 yards E.	....., m. b.	.....	2	Stranded; floated vessel by starting motor; piloted into channel.
Do.....	135.....	3 miles N.	Wego, m. b.	.....	2	Gave medical treatment to man who had cut his foot on a conch shell.
Do.....	282.....	1 mile WSW	Agnes A., m. b.	.....	2	Engine disabled; towed to Frankfort, Mich.
Do.....	289.....	3 miles S.	Jakut, str.	.....	110	Broke pointer and went adrift; picked up and restored to owner.
Do.....	305.....	3 miles NE.	Sally, m. b.	.....	2	Put on board vessel 27 men detained ashore overnight by rough weather.
Sept. 1.....	86.....	1 mile E.	....., rowboat.	.....	3	Mistook channel and stranded; floated and anchored in safe place.
Do.....	89.....	255 and 256.	Cynthia, m. b. and raft.	9	Adrift; picked up and restored to owner.	
Do.....	300.....	3 miles SE.	Lillian M., m. b.	.....	5	One of two launches towing log raft disabled; helped make repairs, supplied gasoline and assisted in towing raft until relieved by tug.
Sept. 1-2.....	94.....	At sea.	Comal, str.	2,934	126	Helped removed badly damaged automobile from beach.
Sept. 2.....	88.....	1 mile E.	....., rowboat.	.....	3	Out of gasoline; dragged anchor and stranded; hauled out on beach; hull damaged beyond repair.
Do.....	247.....	In harbor.	....., m. b.	.....	4	Machinery disabled; stood by while a sister ship put line aboard steamer and took her in tow.
Sept. 3.....	19.....	85 yards W.	Magda, m. b.	.....	1	Capsized in surf, occupants wading ashore; pulled boat up on beach and carried boatmen out to their vessel.
Do.....	20.....	1 mile ENE.	....., slip.	.....	12	Hoisted boat out of water to enable owner to change his propeller.
Do.....	80.....	1 mile NE.	Jolly Rover, m. b.	.....	10	Arrested and turned over to police a drunken man operating an automobile on a crowded highway.
Do.....	88.....	14 miles SW.	....., m. b.	.....	3	Warned away from dangerous water by Coast signal.
Do.....	241.....	85 yards W.	Magda, m. b.	.....	1	Stranded; took passengers off and put them on board another launch.
Do.....	274.....	1 mile N.	Paladin, m. b.	6	2	Stranded; stood by until tide floated vessel, then piloted her over shoal to harbor.
Do.....	283.....	4 miles N.	....., rowboat.	.....	11	Returned to roadway an automobile that had run over an embankment.
Sept. 4.....	287.....	14 miles WSW.	....., rowboat.	.....	3	Out of gasoline; stranded; towed to place where fuel could be obtained.
Do.....	306.....	7 miles W.	Fremont, m. b.	17	5	Boat hauled out on station incline and leak repaired.
Do.....	313.....	3 miles S.	Fremont, m. b.	.....	1	Picked up 3 boys adrift in small boat.
Do.....	320.....	600 yards W.	Edurt, m. b.	.....	1	Carried man out to Tatoosh Island to run engine operating fog signal.
Sept. 5.....	233.....	4 miles SE.	Robt. C. Clowry, str.	532	38	Steering gear disabled; temporary repairs made.
Do.....	14.....	200 yards S.	Penobscot, str.	4,077	26	Dangerously near shore in fog; warned off by firing Lyle gun.
Do.....	60.....	1 mile N.	No. 15, m. b.	.....	310	Occupant fell overboard while boat was under way, swam ashore; overhauled boat and put man on board.
Do.....	280.....	10 miles SW.	....., sch.	.....	28	Piloted steamer to White Island Light station to lay submarine cable.
Do.....	310.....	1 mile E.	Robt. C. Clowry, str.	.....	38	Assisted doctor in performing operation upon a boy.
Sept. 7.....	9.....	1 mile E.	....., str.	.....	1	Machinery disabled; landed master and engineers, sent off telegram, etc.
Do.....	14.....	1 mile WNW	....., str.	.....	38	Unable to stem tide; sent tug to vessel.
Do.....	154.....	2 miles SW.	....., do.	.....	310	Dragged anchor and stranded, in dangerous position; shored up to await rise of tide.
Do.....	239.....	3 miles W.	Gunning boat.	.....	1	Piloted vessel to Aplestore Island to lay submarine cable.
Sept. 8.....	111 and 112.	3 miles W.	Two pontoons.	.....	1	Warned away from shore by Coast signal.
Do.....	279.....	1 miles N.	Bab, m. b.	.....	1	Recovered body of drowned man; resuscitation attempted.
Do.....	25.....	1 mile F.	Foster, dory.	.....	8	Picked up drifting sneak box from which crew of station 111 had rescued 2 gunners.
Do.....	132.....	2 miles S.	Victor, m. b.	206	5	Out in lake, pounding against piling; towed into harbor.
Do.....	151.....	1 mile S.	Victor, m. b.	.....	8	Adrift; picked up and towed to station.
Sept. 9.....	151.....	2 miles NNW	Keweenaw, m. b.	.....	5	Out of gasoline; supply furnished.
Do.....	284.....	77 miles N.	Lehigh, str.	1,464	15	Sprung a leak in heavy sea, vessel sinking, crew exhausted at pumps; persuaded fire department tug to pump vessel out and assisted her crew in keeping her free of water.
Do.....	296.....	120 yards E.	.....	.....	15	Stranded; floated unaided; piloted to safe anchorage.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station.)	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1917							
Sept. 10.....	22.....	1½ miles W. by N.....	Actaon, m. b.....	35	3		Engine disabled; sent call for tug and assisted in work of getting vessel to dock.
Do.....	23.....	3 miles E.....	—, dory.....				Anchored dangerously near surf; towed to safety.
Do.....	43.....	14 miles NE.....	—, cat.....		5		Helped land boat out of water.
Do.....	122.....	2 miles SSE.....	—, str.....				Warned away from shore by Coston signal.
Sept. 11.....	Hartley.....	Off Goat Island, Calif.....					Found 60-foot timber 16 inches square adrift in ferry lane between San Francisco and Oakland; towed to Fishermans Cove and made fast.
Do.....	124.....	8 mile E.....					Took charge of body of suicide and handed it over to coroner.
Do.....	163.....	14 miles S.....			2		Extricated automobile from quicksand.
Do.....	232.....	1 mile W.....	Jamerson, sch.....		4		Towed from one dock to another, no tug being available.
Do.....	239.....	5 miles NE.....	No. 125, rowboat.....	500			Extricated and went ashore, recovered after 7-mile run and taken to station.
Do.....	252.....						Furnished transportation to two inspectors of Weather Bureau.
Do.....	253.....						Do.
Do.....	310.....	10 miles WNW.....	—, bark.....				Sent tug to tow vessel in over Columbia River bar.
Sept. 12.....	139.....	14 miles SW.....					Assisted local fire department in putting out fire in building at Lewes, Del.
Do.....	232.....	1 mile S.....	Katie Peoples, sch.....	500	4		Towed from dock out into lake, no tug being available.
Do.....	262.....	100 yards S.....	Mabel, m. b.....		2		Came into port badly a leak; boat landed out on station incline and repaired.
Do.....	264.....		—, rowboat.....				Found rowboat in surf; recovered, advertised for owner.
Do.....	310.....	15 miles SW.....	—, ship.....				Sent tug to bring vessel in over Columbia River bar.
Sept. 13.....	30.....	1 mile E.....	Norden, str.....				Put pilot on board vessel inbound.
Do.....	122.....	2 miles SSE.....	—, str.....				Warned away from shore by Coston signal.
Sept. 14.....	193.....	4 miles NE.....					Warned away from shoals by code signal.
Do.....	204.....	1 mile S.....	—, str.....				Recovered from 12 feet of water, by diving a pocket book containing \$140.
Do.....	238.....						A woman had accidentally dropped the money from a bridge.
Sept. 15.....	75.....						Extricated automobile from sand.
Do.....	86.....	1 mile E.....	Cochetecole, m. b.....		2		Engine disabled; towed to Amityville, N. Y.
Do.....	88.....	½ mile W.....	Ark, m. b.....		2		Mast broken; stranded; ran out anchor and boat floated on rise of tide.
Do.....	96.....						Picked up 13 galvanized-iron barrels used as floats for net placed across Long Island Sound by Government.
Do.....	162.....	1 mile E.....	—, str.....				Warned away from shore by Coston signal.
Do.....	162.....	2½ miles S.....	—, do.....				Do.
Do.....	164.....	1½ miles SE.....	—, do.....				Do.
Sept. 16.....	21.....	4 miles SSW.....	Wind duck, slip.....		4		Centerboard and peak half-yard broken; towed to yacht club.
Do.....	23 and 29.....	1½ miles S.....					Several houses on fire at Hatterock Beach; assisted in getting fire under control, and guarded overnight articles removed from buildings.
Do.....	29.....	1 mile SE.....	—, m. b.....				Warned away from shore by Coston signal.
Do.....	100.....	1 mile S.....	Winfred L., m. b.....		16		Engine disabled in rough sea; 1 man washed overboard and lost, others taken off by private parties; boat drifted ashore; equipment removed and stored at station until claimed by owner.



Do. . . . .	110. . . . .	1½ miles W. . . . .	Rowboat and scow . . . . .	4 . . . . .	Men in skiff unable to tow scow ashore; all hands brought to land, leaving scow anchored.
Do. . . . .	139. . . . .	1 mile WNW . . . . .	Petrel, m. b. . . . .	4 . . . . .	Engine disabled; put out anchor and cable for master, and later ran line for boat that came and towed launch away.
Do. . . . .	180. . . . .	2½ miles NNW . . . . .	Rescue, m. b. . . . .	6 . . . . .	Stranded; took off and landed 3 passengers; boat floated next day on rise of tide.
Do. . . . .	203. . . . .	¾ mile E . . . . .	.....	15 . . . . .	Picked up floating spar 33 feet long, and beached it.
Do. . . . .	212. . . . .	¾ mile N . . . . .	Johanna, m. b. . . . .	15 . . . . .	Engine disabled; party on board sheltered at station, and carried with boat in tow to navy yard.
Do. . . . .	273. . . . .	¾ mile W. . . . .	.....	.....	Recovered body of man drowned by falling from boat; resuscitation attempted.
Do. . . . .	281. . . . .	1 mile ESE . . . . .	Osceola, m. b. . . . .	3 . . . . .	Out of fuel; towed to harbor.
Do. . . . .	310. . . . .	12 miles WNW . . . . .	—, sch. . . . .	.....	Sent tug to tow vessel in over Columbia River bar.
Do. . . . .	324. . . . .	1½ miles NNE . . . . .	.....	.....	Recovered body of man drowned by falling over cliff.
Sept. 17. . . . .	1. . . . .	2 miles S . . . . .	—, m. b. . . . .	4 . . . . .	Engine disabled; towed to station and engaged automobile to carry party on to Machias.
Do. . . . .	32. . . . .	7 miles SE . . . . .	Hubbard, str. . . . .	43 . . . . .	Located vessel at anchor, delivered message on board, and landed master and first officer.
Do. . . . .	179. . . . .	2 miles NE . . . . .	—, str. . . . .	.....	Warned away from shore by Coston signal.
Do. . . . .	304. . . . .	8 miles NE . . . . .	Viking, m. b. . . . .	2 . . . . .	Collided with scow in tow of tug, crew drowned; assisted in raising boat and bailing it out, and recovered body of drowned man.
Sept. 18. . . . .	14. . . . .	3 miles NE . . . . .	.....	.....	Delivered telegram to man announcing death of his wife.
Do. . . . .	34. . . . .	1 mile S . . . . .	Logan, m. b. . . . .	5 . . . . .	Notified light-house inspector of failure of light buoy to burn.
Do. . . . .	38. . . . .	1 mile NW . . . . .	Yolande, m. b. . . . .	2 . . . . .	Stranded, and dragging along beach; station crew put breeches buoy apparatus on board, but crew refused to leave vessel.
Do. . . . .	77. . . . .	¾ mile NNW . . . . .	Edna, m. b. . . . .	5 . . . . .	Ran aground; pulled aloft and given sailing directions.
Do. . . . .	236. . . . .	¾ mile NE . . . . .	—, m. b. . . . .	2 . . . . .	Ran on flats; worked into deep water by use of anchor, windlass, and sails; safely moored.
Do. . . . .	276. . . . .	500 yards W . . . . .	.....	.....	Engine disabled; towed to moorings.
Do. . . . .	300. . . . .	1½ miles N . . . . .	Dorothy K, m. b. . . . .	1 . . . . .	Towed safely ashore a cow that had jumped off a vessel above the falls of the Ohio.
Do. . . . .	312. . . . .	On bar . . . . .	Two fishboats . . . . .	4 . . . . .	Launch with raft of piles in tow in danger of going against breakwater; towed into harbor.
Sept. 19. . . . .	4. . . . .	150 yards . . . . .	—, m. b. . . . .	1 . . . . .	Capsized on bar and sank; 2 men swam ashore, 2 drowned; recovered one body.
Do. . . . .	218. . . . .	5 miles NE . . . . .	Helen, slip. . . . .	8 . . . . .	Engine disabled; towed to mooring.
Sept. 20. . . . .	25. . . . .	¾ mile ENE . . . . .	Herman F. Kimball, sch. . . . .	125 . . . . .	Fisherman's jaw broken while tarpon being removed from net; carried man to marine hospital.
Do. . . . .	25. . . . .	¾ mile N . . . . .	Francis, str. . . . .	3 . . . . .	Leaking at anchor; beached to prevent sinking.
Do. . . . .	44. . . . .	2 miles SW . . . . .	Arvilla, m. b. . . . .	2 . . . . .	Engine disabled; towed to safety.
Do. . . . .	95. . . . .	150 rods E . . . . .	.....	.....	Engine disabled; towed to a wharf.
Do. . . . .	139 and 141. . . . .	8 miles S . . . . .	.....	.....	Drove cattle out of cornfield.
Do. . . . .	272. . . . .	¾ mile E . . . . .	.....	.....	Canning factory on fire; assisted in saving dwelling near by and some of machinery in factory.
Do. . . . .	273. . . . .	4 miles N . . . . .	Totem, m. b. . . . .	5 . . . . .	Recovered body of man who had fallen overboard from steamer; resuscitation attempted.
Do. . . . .	276. . . . .	335 yards W . . . . .	.....	.....	Engine disabled; towed to a dock.
Do. . . . .	284. . . . .	2½ miles NE . . . . .	.....	.....	Picked up a hog that had fallen overboard from a steamer.
Sept. 21. . . . .	12. . . . .	1 mile S . . . . .	—, m. b. . . . .	2 . . . . .	Moored raft; went adrift; picked up and restored to owners.
Do. . . . .	12. . . . .	3 miles SSE . . . . .	—, canoe . . . . .	.....	Batteries dead; towed to landing.
Do. . . . .	12. . . . .	1 mile WNW . . . . .	—, m. b. . . . .	1 . . . . .	Destroyed old canoe found adrift in path of vessels.
Do. . . . .	12. . . . .	.....	.....	.....	Engine disabled; towed to destination.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1917.							
Sept. 21	126.	1/2 mile NW.	Alice, m. b.				Helped haul boat out of water for winter.
Do.	129.	Do.	Do.				Notified corner to come for body of man found in the water.
Sept. 22	30.	1/2 mile E.	—, m. b.		1		Engine disabled; boarded boats and made repairs.
Do.	84.	Do.	Do.				Searched for and found 2 young men who had failed to return home in season; they were in no danger.
Do.	202.	1/2 mile S.	Do.				Pulled automobile out of sand and surf.
Do.	237.	200 yards S.	—, rowboat.				Took charge of stolen automobile, abandoned on beach; restored to owner.
Do.	255.	1/2 mile NE.	Margie, alp.				Picked up rowboat that had gone adrift from passing vessel.
Do.	283.	1/2 mile NE.	Do.				Parted mooring line; towed to safety.
Sept. 23	27.	1/2 mile S.	Do.				Gave restorative treatment to man taken unconscious from water by outside parties.
Do.	284.	2 miles S.	Venus, m. b.		2		Out of gasoline; towed to mooring.
Do.	305.	1/2 mile SW.	Dayton, m. b.	7	2		Set range lights to enable boat to get safely into harbor at night.
Do.	307.	Do.	Do.				Transported sick child to hospital.
Do.	307.	Do.	Do.				Transported sick man to hospital.
Sept. 24	84.	2 miles NW.	A 214, seaplane.		2		Engine disabled, stranded; pulled off and turned over to private boat.
Do.	139.	1 mile WNW.	Laura, m. b.				Took boat from moorings and hauled it up on beach to prevent damage in rough weather.
Do.	143.	1 1/2 miles S.	Western Belle, sch.	1,087	4	1	Schooner Western Belle sank at sea; ship's boat capsized in launching, drowning master and wife; 2 survivors righted boat and pulled for shore, boat capsized in breakers, drowning one; the other man reached shore and was found and succored by station crew.
Do.	322.	Do.	Slocum, str.		70		Vessel unable to dock on account of bad condition of wharf and rough sea; landed 70 persons.
Sept. 25	190.	4 miles WSW.	—, dory.				Adrift and going out to sea; picked up.
Do.	322.	Do.	Slocum, str.		60		Landed 60 men from vessel for military work.
Sept. 26	20.	Do.	Two motorboats.		4		Warned not to cross in over bar until tide subsided.
Do.	187.	1 mile S.	Neva Pearl, sch.	15	2		Helped recover schooner's anchor.
Do.	194.	12 miles SSW.	Granville R. Bacon, sch.	383	6		Carried master to Southport, N. C., to obtain supplies.
Do.	246.	5 miles N.	—, m. b.		1		Engine disabled; helped launch with her tow until engine was set running.
Do.	247.	At station.	Varuetta, m. b.		3		Damaged shaft; furnished facilities at station for making repairs.
Do.	263.	1/2 mile S.	Do.				Carried injured man to his home.
Do.	276.	1/2 mile E.	Do.				Recovered body of man who had fallen overboard from steamer; resuscitation attempted.
Do.	304.	1 mile NNW.	Slocum, str.				Recovered body of man who had fallen off a dock and drowned.
Do.	322.	1/2 mile S.	Do.		50		Steamer unable to get alongside wharf; landed 50 workmen from vessel.
Sept. 27	82.	9 miles E.	Do.				Found and brought home a woman who had lost her way on beach.
Do.	276.	35 yards SW.	Do.				Recovered team of horses that had fallen over the levee into the river.
Do.	313.	1 mile S.	Do.				At request of port authorities, took soundings on Yaquina Bay Bar.

Sept. 25-28	220	5 miles SSE	E. O. Gallo, sch.	700	8	Headgear disabled; put master ashore for provisions, and towed boat containing same to vessel.
Sept. 28	25	Near station	Thetis, slip.	19		Removed away from shore by Coast signal.
Do.	40	2 miles N	Lucille, str., and tow.			Stranded in smoky weather; ran line for towboat, floated on October 1.
Do.	49	6 miles E by N	Lucille, sch.	164	5	Stranded; took off boat's 3 passengers and put them on board a launch bound for Forked River.
Do.	113	2 miles NNW	Francis, m. b.		5	Engine disabled; towed to pier, and assisted in hoisting boat out of water.
Do.	139	1 mile NNW	—, m. b.		3	Adrift; picked up and returned to steamer.
Do.	239	1 mile NW	—, skiff.			Went out over Columbia River bar and warned fleet of fishermen of danger of trying to cross in: conveyed fleet in next day.
Sept. 28-29	310	1 mile NW	—, skiff.			Engine disabled; towed to sheltered water.
Do.	239	1 mile NW	—, skiff.			Batteries dead; towed to sheltered water.
Sept. 29	126	3 1/2 miles S	Mary, m. b.		3	Extricated automobile from sand.
Do.	190	1 mile SW	—, m. b.		2	Brought 6 men ashore from dredge working in outer harbor.
Do.	202	2 miles S	—, m. b.		6	Broke from moorings and capsized; pulled close inshore.
Do.	235	1 mile S	Picnic, m. b.			Sent call for tug to tow vessel in over Columbia River bar.
Do.	236	1 mile S	—, hydro-airplane			Fishermen left launch in rowboat to set trawl, unable to find launch and
Do.	310	15 miles SW	—, sch.		1	came to station for help; found boat where he had left it at anchor.
Sept. 30	24	2 miles W	—, m. b.			Stranded on Stonehorse Shoal; under keeper's directions worked aloft
Do.	44	5 miles SE by S	City of Rome, str.		137	by own power; piloted to safe water.
Do.	88	200 yards NE	Fairy, m. b.		2	Engine disabled; boarded boat and made repairs.
Do.	179	4 miles NW	Comodore, m. b.		3	Engine disabled; towed to station landing.
Do.	202	1 1/2 miles N	—, m. b.			Pulled automobile out of sand.
Do.	238	1 mile N	Corsair, m. b.		5	Collided with pier head and sank; succored crew.
Do.	239	135 yards S	Elsie L., m. b.		5	Dragged anchor on breakwater; picked up and moored in lee of station.
Do.	239	1 mile NW	—, m. b.			Man marooned on breakwater; brought ashore.
Do.	241	1 mile SW	—, m. b.			Saloon on fire; helped extinguish blaze.
Do.	315	1 mile S	Gleaner, str.	143	5	Sheered out of channel by strong current; stranded; ran kedge anchor and vessel worked herself free.
Oct. 1	105	1 1/2 miles SE	—, rowboat.		2	Capsized; took boatmen off upturned bottom and saved boat.
Do.	145	1 mile N	Two motor boats			Warned away from shore by Coast signal.
Do.	236	1 mile S	Hydro-airplane.			Broke from moorings and stranded; helped dismantle machine.
Oct. 2	14	5 miles NNW	Sam Adams, m. b.		5	Weak batteries, engine running poorly; conveyed to destination.
Do.	25	2 miles SE	—, sibt.		2	Stranded; floated and towed to yacht club.
Do.	222	Padre Island	—, sibt.			Dispersed a drunken crowd of men who were disorderly at Tarpon Beach.
Do.	234	1 mile E	—, sibt.			Recovered body of woman who had committed suicide by diving off breakwater.
Oct. 3	14					Carried lighthouse keeper to Portland for medical treatment and back again to his station.
Do.	19	1 1/2 miles E	—, dory			Broke line and went adrift toward rocks; picked up and secured to a buoy.
Do.	252	1 mile NE	—, rowboat.		2	Succored 2 fishermen who had suffered a capsizing while at their nets.
Do.	305	3 miles S	Uktuwak, m. b.	15		Put crew on vessel to enable them to take her to safe position.
Do.	307	1 mile NE	—, m. b.			Helped move furniture, etc., out of houses endangered by fire, and prevented flames from spreading.
Do.	307					Carried sick man in lifeboat to hospital at Hoquiam, Wash.
Do.	325	1 mile N	—, m. b.			Gave temporary relief to man overcome by heat, and carried him to a hospital.
Do.	327					West on rocky shore in gale, floated.
Sept. 29-Oct. 4	Bear	Unalaska Island	Olga, sch.	70	1	Went aground; pulled afloat on rising tide.
Oct. 4		Margaret Bay, Alaska.	Everett Hays, sch.	48	3	Stranded; assisted tug in securing lines on steamer and scow she had in tow.
Do.	98	1 mile S	James J. McGulri, str.	85	13	

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1917.							
Oct. 4.	98.	1 mile S.	No. 2, scow.		2		Stranded; ran lines for tug that pulled scow off.
Do.	270.	2½ miles NE.	row boat.				Adrift in lake; picked up and towed ashore.
Oct. 4-6.	280.		Hunsader, str.	174			Furnished master of tug, about to put to sea, information as to weather forecast.
Oct. 4-5.	288.	4½ miles NW.					Recovered body of man drowned when his automobile plunged off a bridge.
Oct. 5.	255.	½ mile SE.	Mail boat.		2		Unable on account of high surf to make landing; put mail and occupants ashore.
Oct. 5-6.	Morrill.	St. Clair.	F. N. Saunders, Jr., str.				Stranded in channel; floated with assistance of tug.
Do.	247.	1 mile E.		6,657	32		Carried 4 persons out to light house pier in gale; landed them next day.
Oct. 6.	34.	½ mile E.	— str.				Warned away from shore by Coast signal.
Do.	169.	2½ miles N.	— str.				Boat disabled; stranded; hauled out on beach.
Do.	269.	4 miles E.	Teal, m. b.	5	4		Assisted in fighting fire in theater.
Do.	274.	½ mile E.					Picked up over bar.
Do.	313.	2 miles SSW.	Cleaver, str.	143	8		Missed, set and struck pier; towed to mooring.
Oct. 7.	25.	½ mile NNE.	Infanta, alp.		2		Approaching shore in fog; warned away by Coast signal.
Do.	320.	3 miles S.	Unknown vessel.				Dragged anchor and came ashore; secured by lines, awaiting appearance of owner.
Oct. 8.	305.	½ mile S.	Agullet, sch.	17			Boat disabled; stranded; hauled out on beach.
Do.	305.	do.	Ram, m. b.	14	3		Boat disabled; stranded; secured by anchors and lines.
Do.	305.	½ mile S. by W.	Sea Lion, m. b.	9			Launched through surf and put 2 men on board vessel to take her to safe anchorage.
Oct. 9.	25.	½ mile WSW.	Melachrine, m. b.				Parted moorings; towed to safety.
Do.	139.						Variously assisted 3 Navy boats.
Do.	212.	At station.					Pulled automobile out of sand.
Do.	217.	5 miles NW.	Little Tony, alp.		2		Fender post broken; towed to pier.
Do.	305.	½ mile W.	Sea Lion, m. b.	9	3		Engine disabled; stranded; hove out on beam ends and made temporarily safe.
Do.	305.	1 mile S.	Sea Lion, m. b.	9	8		Out of fuel and provisions; carried supply of each to vessel.
Oct. 10.	166.	— str.					Warned away from shoals by Code signal.
Do.	220.	14 miles E.	Johnstone, m. b.	300	6		Broken crankshaft; boarded vessel and returned ashore with message for tug.
Do.	310.		—, sch.				Sent call for tug to tow vessel in over Columbia River Bar.
Do.	313.	2 miles N.					By means of tackle and lines, hauled an automobile out of a ravine.
Do.	265.	½ mile S.	Mail boat.		4		Unable to get alongside wharf on account of surf; landed mail and passengers.
Do.	270.	½ mile E.					Team and wagon ran off levee into river; recovered wagon.
Do.	270.	1 mile E.					Recovered horse and wagon that had fallen into the river.
Do.	305.	1 mile W.	Eagle, m. b.	29	5		Dragging in high surf; picked up and towed to pier.
Do.	205.	½ mile W.	Ream, m. b.	14	14		Dragging toward bulkheads; made secure with lines.
Oct. 11-12.	276.	½ mile E.					Team and wagon ran off levee into river; recovered wagon; horse drowned.
Oct. 12.	276.	½ miles SW. by W.	City of Athens, str.	3,048	58		Stranded; worked afloat under own power by following advice of keeper.

Do.....	58.....	1 mile S.....	—, skiff.....	25.....	15.....	Adrift; picked up and held for claimant.
Do.....	60.....	3 miles NNE.....	Aeoma, m. b.....	78.....	12.....	Steering gear disabled; helped get boat into harbor.
Do.....	222.....	1 mile NE.....	No. 1047, m. b.....	32.....	2.....	Plotted into harbor, and later to sea.
Do.....	287.....	400 yards ESE.....	Christiana, sch.....	951.....	17.....	Not enough wind to enable vessel to make harbor; towed in.
Do.....	286.....	100 yards E.....	F. R. Buell, str.....			Stranded while seeking shelter; ran line from vessel to pier, and she released herself.
Oct. 13.....	61.....	14 mile NW.....				Pulled out of the water an automobile that had backed off a dock.
Do.....	123.....					Carried War Department official to sea to make soundings around sunken wreck.
Do.....	140.....	1 mile NE, by N.....	—, str.....			Warned away from shoals by Coston signal.
Do.....	247.....					Carried 2 sailors out to their vessel, marooned at the harbor breakwater pier.
Do.....	255.....	4 mile NE.....	Lenola, m. b.....			In dangerous position; hauled out on beach.
Do.....	285.....	8 miles E.....	Anna D., str.....	20.....	4.....	Crankshaft broken; ran line for towing vessel and towed steamer to wharf after she reached harbor.
Oct. 12-14.....	256.....	1 mile ENE.....	Henry Phipps, str.....	7, 240.....	32.....	Stranded; furnished transportation, carried messages and ran lines vessel floated by tug.
Oct. 14.....	208.....	12 miles E.....	Mary E. Soydam, m. b.....	46.....	2.....	Out of provisions and water and leaking; supplies furnished and vessel assisted to get under way for a port.
Oct. 14-15.....	87.....	4 mile NNW.....	Hitchie Koo, m. b.....		4.....	Engine disabled; towed to station and occupants cared for over night.
Oct. 15.....	81.....	14 miles E.....	—, shackle.....			Found ashore in the surf; taken to station and held for claimant.
Do.....	95.....					Delivered to U. S. S. Siwash 12 buoys, part of a lot picked up by station crew.
Do.....	231.....	4 miles E.....	Margarette, m. b.....		6.....	Sent out pilot to bring in tug with disabled launch in tow.
Do.....	238.....	1 mile ENE.....	Hank Jr., m. b.....		2.....	Engine disabled in lake; towed to Fairport, Ohio.
Do.....	269.....	24 miles S, by E.....	Pledriver.....		2.....	Capsize and sank while in tow; helped recover hull of machine and buoyed spot so her machinery could be recovered later.
Oct. 16.....	87.....	14 miles SSE.....	—, str. and bge.....			Warned away from shore by Coston signal.
Do.....	192.....	1 mile NW.....	J. I. Housman, m. b.....	7.....	2.....	Stranded, floated unassisted; piloted over bar to sea.
Do.....	235.....	34 miles S.....	Hydroairplane.....		1.....	Made two sharp a descent and capsized; righted and towed to hangar.
Oct. 16-17.....	220.....	3 miles SE, by E.....	S. P. No. 1047, sch.....	89.....	15.....	Plotted in over Pass Cavallo Bar and out again.
Oct. 17.....	235.....	33 miles N.....	Hydroairplane.....		3.....	Engine disabled; towed to moorings.
Do.....	236.....	240 yards S.....	Pap, m. b.....		2.....	Engine disabled; towed to moorings.
Do.....	304.....	4 mile SE.....	—, skiff.....			Parted moorings; picked up, taken to dock and hauled out.
Oct. 18.....	95.....					Put on board U. S. S. Siwash 24 iron net buoys, picked up by station crew.
Do.....	307.....	1 mile SW.....				Pulled automobile out of sand in surf.
Oct. 19.....	4.....	4 miles SW.....	Brightie, sch.....	600.....	1.....	Pulled automobile out of sand in surf.
Do.....	247.....	4 miles NNE.....	Arbutus, str.....	400.....	24.....	Engine disabled; towed to Block Duck Cove.
Oct. 20.....	155.....	14 miles W.....	S. P. No. 120, m. b.....	65.....	20.....	Sent off message for master relative to man lost overboard.
Do.....	161.....	6 miles W.....				Plotted to landing.
Do.....	162.....	400 yards S.....				Engine disabled, went on beach; helped remove equipment and crew's belongings to place of safety.
Do.....	293.....	1 mile S.....	J. V. Taylor, sch.....	199.....	5.....	Put out fire in cottage chimney.
Do.....	289.....		Sumac, United States str.....	681.....	27.....	Unable to make harbor under sail; towed into river.
Oct. 21.....	30.....	3 miles W.....	Papoe, m. b.....			Intercepted vessel and delivered official message on board.
Do.....	113.....	14 miles NNW.....	—, str.....			Ran ashore; pulled off.
Do.....	276.....	5 miles E.....	Henry III, m. b.....		4.....	Stranded; worked aloft.
Oct. 22.....	30.....	2 miles N.....			2.....	Broken shaft, towed to mooring at Jeffersonville, Ind.
Do.....	101.....	1 mile S.....	—, str. and tow.....			Pulled automobile out of quicksand in surf.
Do.....	106.....	2 miles F.....				Warned away from shore by Coston signal.
Do.....	208.....	16 miles N.....	2 scows.....			Warned away from shoals by Coston signal.
						Cut adrift from tug in rough sea, went ashore, totally lost; saved equipment to the value of \$800.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1917.							
Oct. 22	304.	At station.	_____, skiff.				Pounding against dock; hauled out on beach.
Do.	304.	$\frac{1}{2}$ mile S.	Tranon, row boat.				Drifting in gale; picked up and held for claimant.
Do.	311.	800 yards NW.	Helen, m. b.				Parted line, drifted on beach and filled; temporarily secured by line until owner could take charge of boat.
Oct. 22-23.	45.	4 miles S.	Lillian, sch.		3		Stranded; furnished transportation to members of crew between vessel and shore; schooner floated by wreckers.
Oct. 23.	276.	125 yards E.	_____, skiff.				Rescued a horse that had fallen over the river levee.
Do.	285.	$\frac{1}{2}$ mile N.	_____, skiff.				Went adrift in gale and filled; pulled out on beach.
Oct. 24.	15.	$\frac{1}{2}$ mile SW.	_____, dory.				Broke mooring and stranded; hauled out on beach.
Do.	23.	700 yards N.					Wooden walk broken from fastenings by rough sea; recovered and secured.
Do.	23.	650 yards N.	_____, m. b.				In danger of going adrift in storm; removed to safe mooring.
Do.	24.	$\frac{1}{2}$ mile SW.			1		Float parted moorings; hauled out on beach.
Do.	24.	$\frac{1}{2}$ mile S.	Anemone, m. b.				Landed injured and seasick man from vessel, anchored offshore.
Do.	31.	300 yards S.	Norka, m. b.				Parted mooring and went on rocks; saved part of equipment, vessel lost.
Do.	31.	2 miles S.	_____, m. b.				Furnished tackle to haul stranded boat up on beach.
Do.	31.	1 mile W.	Jennie Hynds, cat.				Parted mooring and went against dock and sank; hauled ashore and bailed out.
Do.	82.	1 mile W.					Cottage on fire; prevented flames from spreading to near-by buildings.
Do.	92.	280 feet E.					Soldiers' tent on fire; put out with fire extinguishers.
Do.	92.	2 miles SSE.	Cassie, bge.	948	5	5	Stranded in gale, crew reaching shore unassisted; succor afforded.
Do.	125.	200 yards N.					Saved furniture from burning houses and protected adjacent buildings.
Do.	166.	14 miles SSE.	_____, str.				Warned away from shore by Coast signal.
Do.	233.	$\frac{1}{2}$ mile SW.	2 motor boats.		7		Went ashore; pulled out of water for safety.
Do.	235.	$\frac{1}{2}$ mile S.	Esther B, str.	9	2		Engine disabled; took mail off boat and delivered it to postoffice.
Do.	310.	8 miles WNW.	_____, sch.				Unable to make harbor against tide; sent tug to vessel.
Oct. 25.	23.	500 yards N.	Scopla, m. b.				Sunk at moorings in gale; hauled out and turned over to owner.
Do.	190.	12 miles S.	Jelling, Dan, str.	2,659	24		Plied to anchor in Lookout Eight steamer having disabled schooner William Cobb in tow.
Oct. 26.	31.	1 mile NW.	No. 106, m. b.		2		Recovered engine of motor boat lost in storm of Oct. 24.
Do.	32.	2 miles E.					Collided with fish pound; beached to prevent sinking; damage repaired and boat launched.
Do.	92.	1 mile E.					Recovered and restored to owner fish net valued at \$400.
Do.	113.						Carried fish pound inspector on his rounds.
Do.	247.						Lighthouse keepers unable to return to their station on account of gale; carried out in power lifeboat.
Do.	254.	$\frac{1}{2}$ mile W.	L. B. Coates, sch.	189	4	4	Waterlogged; took crew off and sheltered them overnight; sent for tug and helped make her fast alongside and get schooner under way.
Do.	273.	$\frac{1}{2}$ mile E.	_____, m. b.		2		Unable to proceed in gale, driven against piling; towed to boat house.
Oct. 27.	82.	260 yards NW.	Three scows.		2		Assisted in floating scows loaded with old service building.
Oct. 27.	89.	1 mile NE.	_____, m. b.		5		Propeller disabled; towed to destination.
Do.	232.	1 mile W.	_____, do.		1		Engine disabled; towed to dock in harbor.

Oct 26-28.		Tordenskjold, Norwegian str.		Stranded; summoned tug, which floated vessel on 28th.	
Oct 28.	208.	6 miles SSE.			
Oct 28.	84.	1 mile NE.			Building on fire; prevented fire from spreading.
Oct 28.	11.	14 miles N.	Patsie, m. b.	1	Engine disabled; towed to safe water.
Do.	25.	1 mile N.	Alba, slip.		Parted mooring and stranded; towed to safe anchorage.
Do.	26.	1 mile W.	Sigrid, slip.	2	Parted moorings and stranded; hauled off and towed to a float.
Do.	203 and 204.	14 miles S.			Automobile disabled; carried passengers to Allenhurst, Fla., placed machine out of reach of tide.
Do.	204.	8 miles ENE.	—, str.		Warned away from shoals by Coston signal.
Do.	241.	12 miles N. by E.	—, yawl.		Helped holst yawl on board barge Chickamauga, after she had been floated.
Do.	317.	1 mile SSW.	—, dory.		Helped United States Engineers make survey on Coquille River Bar.
Oct 30.	4.	600 yards N.	do.		Filled while in tow and capsized; picked up and taken to safe water and hauled out.
Do.	29.	300 yards SW.	do.		Parted in gale and stranded; pulled off and towed to a wharf.
Do.	36.	14 miles E.	Hydroairplane.	1	Broke adrift and went ashore; taken to station and held for claimant.
Do.	38.				Delivered message on board vessel.
Do.	212.				Engine disabled, drifted ashore; launched and turned over to United States steamer.
Do.	232.	1 mile W.	—, slip.		Taken to place of safety on account of bad weather.
Do.	233.	6 miles NW.	—, skiff.		Drifted off beach and out into lake; recovered and brought into harbor.
Do.	317.	2 miles E.	Spiridon, cat.	2	Assisted United States Engineers in making surveys in Coquille River.
Oct 31.	50.				Broke moorings and stranded; put boat in position where she would float on next tide.
Do.	120.	1 mile SE.	—, str. and 4 bges.		Warned away from shore by Coston signal.
Do.	192.	4 miles NE.	Virginia, sch.	5	Got out of channel and stranded; assisted in floating.
Do.	203.	1 mile ENE.	—, str. and 2 bges.		Warned away from shore by Coston signal.
Do.	236.	1 mile W.	—, m. b.	3	Engine disabled; picked up and taken to moorings.
Do.	283.	1 mile E.	—, m. b.	2	Engine disabled; towed to place of safety.
Do.	283.	1 mile W.	Charles Horn, str.	17	Stranded in snowstorm; put surfmen on board to lighter vessel, then returned to port and piloted tug to scene, ran lines; vessel floated and towed to harbor, station crew standing by.
Nov. 1.	235.	Roses Reef.			Carried fish-pound inspector on his rounds.
Do.	110 and 113.	4 miles SW.			Parted mooring and stranded; assisted in launching.
Do.	174.	2 miles NW.	Nellie, m. b.	1	Extinguished fire in chimney.
Do.	187.	400 yards ESE.			Assisted United States engineer in survey work.
Do.	317.				Towed from Squirrel Island to Damiscope Island.
Nov 2.	8.	3 miles N. by W.	Wildress, scow.	16	Delivered telegram to master of vessel and carried message ashore for him.
Do.	247.	1 mile NE.	M. T. Greene, str.	3	Capsized at wharf, due to careless unloading; barge righted itself; assisted in recovering 86 cords of wood.
Nov 3.	285.	1 mile W.	J. S. Crouse, str.	6	Sent call for tug to go out and tow vessel in over Columbia River bar.
Do.	310.	8 miles WSW.	—, sch.		Picked up skiff found adrift.
Nov 4.	Apache.	North Channel.	—, skiff.	1	Mistook light; stranded; took off crew and kept them overnight at station.
Do.	26 and 28.	2 miles E.	Priscilla, sch.	4	25 ran hawsers and tugs pulled schooner off.
Do.	161.	1 mile E.	—, str.		Warned away from beach by Coston signal.
Do.	310.	10 miles WSW.	—, sch.		Sent call for tug to tow vessel in over Columbia River bar.
Nov 6.	41.	2 miles NW.	—, row boat.		Found adrift evidently abandoned; no trace of boatman; boat recovered.
Do.	62.	14 miles NE.	bge.	1	Troika adrift; picked up by Government tug; helped secure boat to a dock.
Do.	151.	23 miles NE.	Emile, m. b.	3	Stranded; ran lines and assisted in floating vessel.
Nov 7.	Gresham.	Pan Neck Mills.	Ruth E. Merrill, sch.	13	Out of provisions and water; towed to harbor in time to escape blow.
Do.	139.	1 mile ENE.			Assisted in putting out fire on pier.
Do.	207.	1 mile E.	—, str.		Stranded on shoals; warned off by Coston signal.
Do.	247.	1 mile NE.	Mary Battle, str.		Made two trips to wrecking steamer, offshore, to deliver messages.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1917.							
Nov. 8.	247	1 mile E.	J. & C. Heinley, m. b.		2		Assisted United States engineers in survey work.
Do.	88	1/4 mile SE.	Anna, str.	41	7		Stranded; floated without assistance; towed out of danger; hoisted sails and raised anchor.
Nov. 9.	288	4 1/2 miles SW.	Maggie Marshall, str.	365	16		Stranded in fog; piloted boat ashore from vessel and took soundings; steamer freed herself.
Nov. 10.	20	1 mile ESE.					Airline; picked up and returned to owner.
Do.	255	8 miles WNW.					Stranded in fog; ran lines and after vessel was released by tug, piloted her in to a dock.
Do.	278	1/2 mile SW.					Recovered body of drowned man.
Nov. 11.	14	6 miles W.	dory.		3		Towed dory that had been picked up by outside parties.
Do.	264	665 yards SW.	Glinzel, m. b.	58	4		Assisted in towing vessel to port in strong wind.
Do.	311	55 miles S.	Mirene, m. b.	46	4		Crank shaft broken; sent tug to take vessel in tow.
Nov. 12.	19						Hotel on fire; arrived first on scene and with assistance kept fire confined to building, thereby saving adjacent houses.
Do.	74	2 1/2 miles N.					Found dying man on beach and removed him to his home; the man had been murderously assaulted.
Do.	204	16 miles S.	Louis H., bge.	307	3		Sent off messages and delivered repair material to vessel, temporarily abandoned by tug.
Do.	208	15 miles E.	Alamo, str.	2,942	69		Put doctor on board steamer Alamo to attend 3 men cut in a fight.
Do.	255	In station harbor.	Lillie R., m. b.	15	1		Stranded; floated by means of line run to dock.
Nov. 12-13.	236	15 miles ENE.	Ornabe, str.	1,251	17		Stranded; sent call for tug and ran lines for it; vessel floated.
Nov. 13.	78	1 1/2 miles N.	Airplane.		1		While alighting, fell into water, injuring aviator; helped get machine out on shore.
Do.	269	500 yards S. by W.	Pile driver.				Helped clear wreckage of pile driver that had been towed alongside pier.
Do.	282	8 miles S.	Manteo, m. b.				Transported men and material to stranded vessel, preparatory to work of floating her.
Nov. 14.	287	19 miles NNE.	T. S. Christie, str.	517	15		Stranded; piloted towing vessel in to steamer and ran line for her; steamer floated.
Do.	304	7 miles SW.	—, m. b.		1		Engine disabled; towed to destination.
Nov. 15.	9	2 1/2 miles NNW.	—, skiff.				Store in village of Parker Head on fire; entire village endangered; by help of station crew fire was confined to 3 buildings.
Do.	311	2 miles NW.	—, str.				Adrift; picked up and held for claimant.
Do.	320	3 miles S.	—, m. b.		1		Warned away from breakers by Coston signal.
Do.	322	1/2 mile S.	Thomas B., Br. str.	135	10		Engine disabled in rough sea; taken in tow while repairs were made.
Nov. 15-16.	Acushnet.	Vineyard Haven.					Grounded alongside wharf; pulled afloat.
Do.	250	3 1/2 miles NW.	—, m. b.		1		Recovered body of drowned man.
Nov. 16.	4	1/2 mile WNW.	—, m. b.		4		Out of gasoline; supply furnished.
Do.	58	1 mile ENE.	Oregon, m. b.		3		Stranded; pulled out on beach; crew sheltered overnight.
Do.	179	2 1/2 miles W.	Derrick and 2 scows.		4		Engine disabled, adrift; picked up and towed to station.
Do.	233	200 yards NW.					Sent call for tug to care for derrick and 2 scows lying in unsafe position.



Nov. 17.....	82.....	4 miles W.....	J. & C. Heinley, m. b.....	41.....	2.....	Stranded; boarded vessel and brought her to station dock.
Do.....	179.....	5 miles NW.....	Marjorie, m. b.....	.....	2.....	Out of fuel, adrift; picked up and towed to station.
Do.....	268.....	1 mile E.....	....., m. b., and tow.....	.....	7.....	Sent tug to tow vessel in over Columbia River bar.
Do.....	310.....	10 miles SW.....	....., sch.....	.....	.....	Helped care for body of child accidentally shot by discharge of gun.
Nov. 18.....	119.....	1 mile.....	....., skiff.....	.....	.....	Adrift in lake; picked up and held for claimant.
Do.....	304.....	1 mile NE.....	....., yvl.....	.....	1.....	Stranded; floated and returned with occupant to vessel offshore.
Nov. 19.....	23.....	14 miles E. by N.....	Juanita, skiff.....	.....	3.....	Adrift; picked up and held for claimant.
Do.....	318.....	1 mile E.....	....., m. b.....	.....	1.....	Boat collided, precipitating man overboard; clothing furnished.
Nov. 20.....	154.....	14 miles NW.....	....., airplane.....	.....	.....	Adrift; picked up and returned to owner.
Do.....	196.....	14 miles SW.....	Samuel Castner, jr., sch.....	239.....	7.....	Engine disabled, forced to alight in bay; towed to Miami, Fla.
Do.....	209.....	3 miles WSW.....	....., str.....	.....	.....	Out of water; supply furnished.
Nov. 21.....	23.....	1 mile NE.....	....., do.....	.....	.....	Warned away from shoals by code signal.
Do.....	204.....	1 mile E.....	.....	.....	.....	With tackle and hawser rescued team and wagon that had beaked over
Do.....	208.....	1 mile E.....	.....	.....	.....	embankment into 10 feet water.
Do.....	284.....	1 mile SW.....	.....	.....	.....	Stood by while vessel put out anchors to make her secure in gale.
Nov. 22.....	247.....	1 mile NE.....	Stevenson, str.....	.....	.....	Collided with dock in gale; worked to safe mooring on lee of dock.
Do.....	247.....	45 rods E.....	Vernetta, m. b.....	.....	2.....	Placed lines on boat to assure its safety in storm.
Do.....	247.....	40 rods E.....	....., cat.....	.....	.....	Recovered wreckage of plank walk swept away in storm.
Do.....	286.....	.....	.....	.....	.....	Landed lighthouse keepers in gale.
Nov. 23.....	247.....	1 mile E.....	Frank Rockefeller, str.....	.....	.....	Landed master and sent off telegrams.
Do.....	247.....	1 mile NE.....	....., m. b.....	.....	4.....	Boarded vessel and gave first aid to 2 men overcome by seasickness and
Do.....	280.....	Off station.....	.....	.....	.....	gasoline fumes; sent for doctor and put him on board.
Do.....	286.....	.....	.....	.....	.....	Helped repair power cable for harbor fog signal damaged by high seas.
Nov. 24.....	82.....	1 mile NW.....	Hydroairplane.....	.....	1.....	Engine disabled, forced to alight; taken in tow to Bayshore with assistance
Do.....	250.....	2 miles WNW.....	Amaranth, str.....	744.....	24.....	of naval reserve vessel.
Do.....	.....	.....	.....	.....	.....	Engine disabled; assisted in transferring 18 tons of coal to lighthouse towing
Do.....	288.....	1 mile ESE.....	Two dories.....	.....	3.....	scow.
Nov. 25.....	46.....	3 miles NNW.....	Dilla, sch.....	300.....	7.....	Gave medical treatment to man with badly frost-bitten feet.
Do.....	139.....	.....	.....	.....	.....	Assisted boats in landing through rough surf.
Do.....	.....	.....	.....	.....	.....	Boarded vessel in response to signal and found her leaking and crew refus-
Do.....	.....	.....	.....	.....	.....	ing to go to sea; repaired vessel's engine, raised her anchor, made sail,
Do.....	.....	.....	.....	.....	.....	and took her to safe anchorage in harbor.
Do.....	139.....	2 miles NE.....	Navagadora, No. 76, m. b.....	436.....	2.....	Hove up anchor and assisted in putting bridle on barge to make her ready
Nov. 26.....	8.....	1 mile SSE.....	Emma C. Berry, sch.....	15.....	2.....	for sea.
Do.....	153.....	1 mile S.....	....., m. b.....	.....	2.....	Towed into harbor.
Do.....	176.....	400 yards W.....	....., do.....	.....	8.....	Engine disabled; taken in tow while repairs were made.
Do.....	.....	.....	.....	.....	5.....	Engine disabled; carried occupants to Wanchese, N. C., to obtain material
Do.....	.....	.....	.....	.....	.....	for making repairs.
Do.....	250.....	3 miles SW.....	Taurus, str.....	4,470.....	28.....	Lost propeller; in tow of 2 steamers; carried masters ashore to send dis-
Do.....	.....	.....	.....	.....	.....	patches and procure provisions and put them back on board with sup-
Do.....	.....	.....	.....	.....	.....	plies.
Do.....	276.....	335 yards W.....	Alice B. Van Dusen, m. b.....	50.....	3.....	Saved 5 buoys that had fallen off a gangplank into the river.
Nov. 27.....	82.....	1 mile N.....	.....	.....	.....	Helped get vessel alongside dock.
Do.....	134.....	50 yards W.....	....., str.....	.....	.....	Put out fire in vacant cottage.
Do.....	208.....	1 mile E.....	....., str. and tow.....	.....	.....	Warned away from shore by Coston signal.
Do.....	208.....	....., do.....	.....	.....	.....	Do.
Do.....	323.....	1 mile N.....	Four Brothers, m. b.....	15.....	5.....	Collided with patrol boat; landed crew and helped get boat ashore; hauled
Do.....	.....	.....	.....	.....	.....	out and repaired.
Nov. 28.....	20.....	60 yards SW.....	....., houseboat.....	.....	2.....	Towing boat unable to handle houseboat in fresh wind and choppy sea; towed to safe place.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1917.							
Nov. 28	80	200 yards SW	Modoc, m. b.		3		Put in at station for shelter; hauled out on beach and later launched.
Do.	88	100 yards S	Modoc, m. b.		3		Engine disabled; helped haul out on beach and launch later in day.
Do.	121	1 mile NW	Edith F., m. b.		3		Engine disabled; towed to Atlantic City, N. J.
Do.	193 and 194	8 miles SE	Wentz L. Roberts, m. b.	33	18		Hawser in wheel; sent call for tug.
Do.	250	34 miles NE	_____, scow	12	4		Became waterlogged and sunk; floated and beached.
Nov. 29	14	1 mile SW	Hattie Bell, slip	5	2		Sent message announcing that boatman reported lost in snowstorm had returned ashore.
Nov. 30	126	1 mile NW	Seabright, m. b.		1		Helped hove boat out on shore for the winter.
Do.	162 and 163	24 miles S. by E.	Pamella, bk.		17		Sent off message for master reporting arrival of vessel to agents.
Do.	269	5 miles SSE	_____, dory		3		Stood by tug, leaking, while on way to harbor.
Dec. 1	135	1 mile SE	_____, dory				Floated off beach on tide; picked up and returned to owner.
Do.	164	500 yards E	_____, str				Warned away from beach by Coast signal.
Dec. 2	24	1 mile N	_____, m. b.				Moored in exposed place partly filled; assisted in bailing out.
Do.	81	At station	Harleigh, m. b.		2		Carried 2 men across the bay who were stranded while on a gunning trip.
Dec. 3	4						Rudder disabled; hauled boat out and removed damaged part; oar loaned for steering.
Do.	21						Located boatmen who had failed to return home in season and reported them to their friends.
Do.	21	At station	Urelin, m. b.		3		Assisted in getting boat farther up beach out of reach of tide.
Do.	101						Out of fuel; directed to place where supply could be obtained and put back on board launch.
Do.	130	1 mile N	Don, m. b.				Carried injured boy to physician.
Do.	247						Helped assemble timber for construction of launchway to be used in hauling vessel out for the winter.
Dec. 4	60	1 mile WNW	Ruth, m. b.		2		Engine disabled; sent for towboat and stood by while it took vessel to harbor.
Do.	236	24 miles SW	Relief, m. b.				Transported sick man on way to hospital.
Do.	246	34 miles SE	_____, m. b.				Delivered message to lightsnip.
Do.	269	1 mile WSW	_____, sch				Put out fire in fog-signal station.
Do.	310	15 miles S	No. 7, bge				Sent tug out to tow vessel in over Columbia River Bar.
Do.	323	2 miles SW	_____, patrol boat				Picked up derelict barge in path of navigation and towed it ashore with held of patrol boat.
Dec. 5	14	500 yards SW	_____, m. b.				Furnished pilotage.
Do.	24						Assisted in hauling boat out for winter.
Do.	317						Located and buoyed anchor lost by vessel; anchor recovered by tug.
Dec. 4-6	123						Assisted military authorities in laying a cable.
Dec. 6	45	8 miles N	Horace A. Stone, sch	1,376	10		Anchor lost, windlass broken, and boiler of donkey engine leaking; proceeded 8 miles to vessel and returned ashore with call for tug.
Do.	287	1 mile SE	Shark, m. b.		1		Broke adrift; put owner on board, who started engine and took boat to safety.

Dec. 7.....	32	22 miles SW. by W.	Maryland, bge	.....	4	Rudder head disabled; stood within call until towboat came.
Do.....	84	1 mile NW.	Aeroplane.	.....	2	Water in gasoline, forced to alight; succored crew and furnished water to
Do.....	221	3 miles NW	Swallow, m. b.	.....	8	thaw out engine.
Dec. 8.....	24	1 mile N	.....	9	.....	Shaft broken, stranded; landed passengers and mail at wharf.
Do.....	46	1 mile ESE	Three dories.	.....	5	Secured door of cottages found open.
Do.....	52	At station	.....	.....	3	Assisted to land through surf.
Do.....	125	1 mile N	Elsie, m. b.	.....	.....	Cared for overnight party of young men prevented by bad weather from
Do.....	125	9 miles NE.	Pile driver.	.....	2	getting home; clothing furnished.
Do.....	146	1 1/2 miles SSW	.....	.....	2	Engine disabled, stranded; took occupant off and brought him ashore;
Do.....	276	1 1/2 miles NW	.....	.....	6	boat floated December 18.
Do.....	278	1 1/2 miles E. by N.	Desmond, str.	456	13	Broke adrift from tug Eugene Moran in storm; drifted ashore, crew escap-
Do.....	285	1 mile NE	..... rowboat	.....	.....	ing to land unassisted; succor afforded.
Do.....	318	3 miles S	Flora, m. b.	.....	2	Pulled automobile out of quicksand; occupants succored.
Dec. 9.....	5	3 miles NW	Mary Alice, m. b.	.....	.....	Put man on board vessel and took a man off.
Do.....	125	1 mile W.	.....	.....	.....	Carried outside Milwaukee breakwater, 7 of crew perishing; 6 survivors
Do.....	139	2 miles E. by N.	Neponset, dredge.	.....	4	picked up by tugs and turned over to station crew, who gave them first
Do.....	235	1 mile E.	John Perew, m. b.	20	.....	aid and succor.
Do.....	235	1 mile E.	Wm. H. Peckham, m. b.	20	.....	Set adrift by ice; worked to beach and hauled out.
Do.....	296	2 miles SW	Sandsucker	80	1	Engine disabled; towed to wharf.
Dec. 10.....	266	1 mile SE	..... scow	5	.....	Parted mooring and stranded; assisted in getting vessel to a dock.
Do.....	300	76 yards SW	Spokane, str.	2,356	21	Removed contents of burning store and post office, and protected near-by
Dec. 10-11.....	87	1 mile W.	Lillie, m. b.	.....	8	property.
Do.....	113	1 mile NW	Agnes R., m. b.	8	3	Stranded while in tow; ran line for tug, which pulled dredge aloft on high
Dec. 11.....	139	4 1/2 miles NE.	Edilio, str.	2,969	32	tide.
Do.....	150	1 1/2 miles S. by W.	Hattie, sch.	1,286	5	Fouled piling, about to capsaze; made vessel secure.
Do.....	208	1 mile E	..... str.	.....	.....	Do.
Do.....	286	Two Rivers Harbor.	Hilda, str.	23	2	Stranded in gale; ran lines for tug that pulled vessel off.
Dec. 9-12.....	285	12 miles NW	Presque Isle, str.	4,578	33	Broke adrift and collided with dock; towed to safe place.
Dec. 12.....	47	.....	.....	.....	.....	Fast in ice; made vessel secure for winter.
Do.....	83	1 1/2 miles ENE	Roamer, m. b.	.....	.....	Frozen in; supplied occupants provisions and put them on board another
Do.....	83	1 1/2 miles ENE	Kathryn, m. b.	.....	.....	boat.
Do.....	130	1 mile W.	Idle Hour, m. b.	.....	.....	Fouled anchor and dragged ashore; helped recover keel; vessel floated on
Do.....	140	1 1/2 miles E. by S.	..... bkn.	.....	.....	rise of tide.
Do.....	165	2 1/2 miles E.	..... str.	.....	.....	Put doctor on board steamer to attend sick member of crew.
Dec. 12-13.....	122	.....	..... m. b.	.....	3	Set afloat in heavy weather; stopped leak sufficiently to enable vessel's
Do.....	30	3 miles W	..... m. b.	.....	.....	pumps to control it.
Do.....	164	Abreast of station.	..... m. b.	.....	.....	Warned away from shore by Coston signal.
Do.....	191	1 mile N	..... m. b.	.....	9	Stranded in blizzard; shoveled coal overboard for 60 hours and otherwise
						assisted in floating vessel.
						Took 3 gunners off Tuckerknuck Island, marooned by ice.
						Fast in ice; taken out on beach by means of planks and rollers.
						Do.
						Cut adrift by ice and set against bridge; removed to safety.
						Warned away from shoals by code signal.
						Warned away from beach by code signal.
						Succored over night 3 gunners out of provisions and detained on beach
						by ice.
						Cut adrift by ice and set against pier; towed to Plymouth.
						Warned away from beach by Coston signal.
						Ran on breakwater in fog; took off occupants and carried them and their
						boat to Beaufort, N. C.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1917							
Sept. 21	126	$\frac{1}{2}$ mile NW	Alice, m. b.				Helped haul boat out of water for winter.
Do	129						Notified corner to come for body of man found in the water.
Sept. 22	30	$\frac{1}{2}$ mile E.	—, m. b.		1		Engine disabled; boarded boats and made repairs.
Do	84						Searched for and found 2 young men who had failed to return home in season; they were in no danger.
Do	202	$\frac{1}{2}$ mile S.					Pulled automobile out of sand and surf.
Do	237	30 yards S.	—, rowboat.				Took charge of stolen automobile, abandoned on beach; restored to owner.
Do	255	$\frac{1}{2}$ mile NE.	Margie, alp.				Picked up rowboat that had gone adrift from passing vessel.
Do	283	$\frac{1}{2}$ mile NE.					Parted mooring line; towed to safety.
Sept. 23	27	$\frac{1}{2}$ mile S.					Gave restorative treatment to man taken unconscious from water by outside parties.
Do	284	2 miles S.	Venus, m. b.		2		Out of gasoline; towed to mooring.
Do	305	$\frac{1}{2}$ mile SW.	Dayton, m. b.	7	2		Set range lights to enable boat to get safely into harbor at night.
Do	307						Transported sick child to hospital.
Do	307						Transported sick man to hospital.
Sept. 24	84	2 miles NW	A 214, seaplane.		2		Engine disabled, stranded; pulled off and turned over to private boat.
Do	139	1 mile WNW	Laura, m. b.				Took boat from moorings and hauled it up on beach to prevent damage in rough weather.
Do	143	$\frac{1}{2}$ miles S.	Western Belle, sch.	1,097	4	1	Schooner Western Belle sank at sea; ship's boat capsized in launching, drowning master and wife; 2 survivors righted boat and pulled for shore, boat capsized in breakers; drowning one; the other men reached shore and was found and succored by station crew.
					70		Vessel unable to dock on account of bad condition of wharf and rough sea; landed 70 persons.
Do	322		Slocum, str.				Adrift and going out to sea; picked up.
Sept. 25	190	4 miles WSW	—, dory.				Landed 60 men from vessel for military work.
Do	222	$\frac{1}{2}$ mile S.	Slocum, str.		60		Warned not to cross in over bar until tide subsided.
Sept. 26	20		Two motorboats		4		Helped recover schooner's anchor.
Do	187	$\frac{1}{2}$ mile S.	Neva Pearl, sch.	15	2		Carried master to Southport, N. C., to obtain supplies.
Do	194	12 miles SSW	Granville R. Bacon, sch.	385	6		
Do	246	5 miles N.	—, m. b.			1	Engine disabled; helped launch with her tow until engine was set running.
Do	247	At station.	Vernetta, m. b.		3		Damaged shaft; furnished facilities at station for making repairs.
Do	263	$\frac{1}{2}$ mile					Carried injured man to his home.
Do	276	$\frac{1}{2}$ mile E.					Recovered body of man who had fallen overboard from steamer; resuscitation attempted.
Do	304	1 mile NNW					Recovered body of man who had fallen off a dock and drowned.
Do	322	$\frac{1}{2}$ mile S.	Slocum, str.			50	Steamer unable to get alongside wharf; landed 50 workmen from vessel.
Sept. 27	82	9 miles E.					Found and brought home a woman who had lost her way on beach.
Do	276	36 yards SW					Recovered team of horses that had fallen over the levee into the river.
Do	313	1 mile S.					At request of port authorities, took soundings on Yaquina Bay Bar.

Sept. 25-28.	220	5 miles SSE.	E. O. Gallo, sch.	700	8	Headgear disabled; put master ashore for provisions, and towed boat containing same to vessel.
Sept. 28.	25	Near station	Thetis, slip	19		Removed to safe anchorage.
Do.	40	2 miles N.	—, str., and tow			Warned away from shore by Coaston signal.
Do.	49	6 miles E by N.	Lucille, sch.	164	5	Stranded in smoky weather; ran line for towboat, floated on October 1.
Do.	113	2 miles NNW.	Francis, m. b.		5	Stranded; took off boat's 3 passengers and put them on board a launch bound for Forked River.
Do.	139	1 mile NNW.	—, m. b.		3	Engine disabled; towed to pier, and assisted in hoisting boat out of water.
Do.	239	1 mile NW.	—, skiff			Adrift; picked up and returned to steamer.
Sept. 28-29.	310					Went out over Columbia River bar and warned fleet of fishermen of danger of trying to cross in; conveyed fleet in next day.
Sept. 29.	126	34 miles S.	Mary, m. b.		3	Engine disabled; towed to sheltered water.
Do.	190	1 mile SW.	—, m. b.		2	Batteries dead; towed to sheltered water.
Do.	202	2 miles S.				Extricated automobile from sand.
Do.	235	1 mile S.	Picnic, m. b.		6	Brought 6 men ashore from dredge working in outer harbor.
Do.	296	1 mile S.	—, hydro-airplane			Broke from moorings and capsized; pulled close inshore.
Do.	310	1 mile S.	—, hydro-airplane			Sent call for tug to tow vessel in over Columbia River bar.
Do.	310	15 miles SW.	—, sch.			Fishermen left launch in rowboat to set trawl, unable to find launch and came to station for help; found boat where he had left it at anchor.
Sept. 30.	24	2 miles W.	—, m. b.		1	Stranded on Stonehorse Shoal; under keeper's directions worked aloft by own power, piloted to safe water.
Do.	44	5 miles SE by S.	City of Rome, str.		137	Engine disabled; boarded boat and made repairs.
Do.	88	200 yards NE.	Fairy, m. b.		2	Engine disabled; towed to station landing.
Do.	179	4 miles NW.	Comodore, m. b.		3	Pulled automobile out of sand.
Do.	202	1 mile N.	Corsair, m. b.		5	Collided with pier head and sank; succored crew.
Do.	238	1 mile N.	Elsie L., m. b.			Dragged anchor in storm; picked up and moored in lee of station.
Do.	239	135 yards S.				Man marooned on breakwater; brought ashore.
Do.	241	1 mile NW.				Saloon on fire; helped extinguish blaze.
Do.	315	1 mile SW.	Gleaner, str.	143	5	Sheered out of channel by strong current, stranded; ran kedge anchor and vessel worked herself free.
Do.	315	1 mile S.				Capsized; took boatmen off upturned bottom and saved boat.
Oct. 1.	105	1 1/2 miles SE.	—, rowboat.		2	Warned away from shore by Coaston signal.
Do.	145	1 mile N.	Two motor boats			Broke from moorings and stranded; helped dismantle machine.
Do.	236	1 mile S.	Hydroairplane			Weak batteries, engine running poorly; conveyed to destination.
Oct. 2.	14	1 mile NNW.	Sam Adams, m. b.		5	Stranded; floated and towed to yacht club.
Do.	21	2 miles SE.	—, sibt.		2	Dispersed a drunken crowd of men who were disorderly at Tarpon Beach.
Do.	222	Padre Island				Recovered body of woman who had committed suicide by diving off breakwater.
Do.	281	1 mile F.				Carried lighthouse keeper to Portland for medical treatment and back again to his station.
Oct. 3.	14					Broke line and went adrift toward rocks; picked up and secured to a buoy.
Do.	19	1 1/2 miles F.	—, dory			Succored 2 fishermen who had suffered a capsizé while at their nets.
Do.	252	1 1/2 miles NE.	—, rowboat		2	Put crew on vessel to enable them to take her to safe position.
Do.	305	1 mile S.	Ukluwak, m. b.	15		Helped move furniture, etc., out of houses endangered by fire, and prevented flames from spreading.
Do.	307	1 mile NE.				Carried sick man in lifeboat to hospital at Hoquiam, Wash.
Do.	307					Gave temporary relief to man overcome by heat, and carried him to a hospital.
Do.	325	1 mile N.				Went on rocky shore in gale; floated.
Sept. 29.		Unalaska Island	Olga, sch.	70	1	Went aground; pulled aloft on rising tide.
Oct. 4.		Margaret Bay, Alaska.	Everett Hays, sch.	48	3	Stranded; assisted tug in securing lines on steamer and scow she had in tow.
Do.	98	1 mile S.	James J. McGurrl, str.	85	13	

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1917.							
Oct. 4.....	98.....	1 mile S.....	No. 2, scow.....	.....	2.....	.....	Stranded; ran lines for tug that pulled scow off.
Do.....	279.....	2½ miles NE.....	....., rowboat.....	.....	.....	.....	Adrift in lake; picked up and towed ashore.
Oct. 4-6.....	286.....	.....	Hunsader, str.....	174.....	.....	.....	Furnished master of tug, about to put to sea, information as to weather forecast.
Oct. 4-5.....	288.....	4½ miles NW.....	.....	.....	2.....	.....	Recovered body of man drowned when his automobile plunged off a bridge. Unable on account of high surf to make landing; put mail and occupants ashore.
Oct. 5.....	255.....	½ mile SE.....	Mail boat.....	.....	.....	.....	Stranded in channel; floated with assistance of tug.
Oct. 5-6.....	Morrill.....	St. Clair.....	E. N. Saunders, Jr., str.....	6,657.....	32.....	.....	Carried 4 persons out to lighthouse pier in gale; landed them next day. Warned away from shore by Coston signal.
Oct. 6.....	247.....	1 mile E.....	....., str.....	.....	.....	.....	Do.
Do.....	34.....	½ mile E.....	....., str.....	.....	.....	.....	Rudder disabled, stranded; hauled out on beach.
Do.....	169.....	2½ miles N.....	Teal, m. b.....	5.....	4.....	.....	Assisted in lighting fire in theater.
Do.....	259.....	4 miles S.....	.....	.....	.....	.....	Piloted in over bar.
Do.....	274.....	½ mile E.....	Gleaner, str.....	143.....	8.....	.....	Mistaken and struck pier; towed to mooring.
Do.....	313.....	2 miles SSW.....	Infanta, slip.....	.....	2.....	.....	Approaching shore in fog; warned away by Coston signal.
Oct. 7.....	25.....	½ mile NNE.....	Unknown vessel.....	.....	.....	.....	Dragged anchor and came ashore; secured by lines, awaiting appearance of owner.
Do.....	320.....	3 miles S.....	Aguliet, sch.....	17.....	.....	.....	Broke line and went adrift, stranded; secured by anchors and lines.
Oct. 8.....	305.....	½ mile S.....	.....	.....	3.....	.....	Launched through surf and put 2 men on board vessel to take her to safe anchorage.
Do.....	305.....	.....do.....	Ram, m. b.....	14.....	.....	.....	Parted moorings; towed to safety.
Do.....	.....	½ mile S, by W.....	Sea Lion, m. b.....	9.....	.....	.....	Various assisted 3 Navy boats.
Oct. 9.....	25.....	½ mile WSW.....	Melachino, m. b.....	.....	.....	.....	Pulled automobile out of sand.
Do.....	139.....	.....	.....	.....	.....	.....	Rudder post broken; towed to pier.
Do.....	202.....	At station.....	Little Tony, slip.....	9.....	2.....	.....	Engine disabled, stranded; hove out on beam ends and made temporarily safe.
Do.....	217.....	5 miles NW.....	Sea Lion, m. b.....	.....	3.....	.....	Out of fuel and provisions; carried supply of each to vessel.
Do.....	305.....	½ mile W.....	.....	.....	.....	.....	Warned away from shoals by Code signal.
Do.....	305.....	1 mile S.....	Sea Lion, m. b.....	9.....	3.....	.....	Broken crankshaft; boarded vessel and returned ashore with message for tug.
Oct. 10.....	196.....	1 mile E.....	Johnstone, m. b.....	300.....	6.....	.....	Sent call for tug to tow vessel in over Columbia River Bar.
Do.....	220.....	14 miles E.....	.....	.....	.....	.....	By means of tackle and lines, hauled an automobile out of a ravine.
Do.....	310.....	2 miles N.....	....., sch.....	.....	.....	.....	Unable to get alongside wharf on account of surf; landed mail and passengers.
Do.....	313.....	½ mile S.....	Mail boat.....	.....	4.....	.....	Team and wagon ran off levee into river; recovered wagon.
Do.....	255.....	.....	.....	.....	.....	.....	Recovered horse and wagon that had fallen into the river.
Do.....	276.....	100 yards E.....	Eagle, m. b.....	29.....	5.....	.....	Dragging in high surf; put master on board to enable him to run boat to sea.
Do.....	305.....	1 mile S.....	Ram, m. b.....	14.....	14.....	.....	Dragging toward bulkheads; made secure with lines.
Do.....	305.....	1 mile W.....	.....	.....	.....	.....	Team and wagon ran off levee into river; recovered wagon; horse drowned.
Oct. 11-12.....	276.....	½ mile E.....	City of Athens, str.....	3,648.....	58.....	.....	Stranded; worked aloft under own power by following advice of keeper.
Oct. 12.....	44.....	1½ miles SW, by W.....	.....	.....	.....	.....	.....

Do.	58.	1 mile S.	—, skiff.	.....	25	18	Adrift; picked up and held for claimant.
Do.	60.	3 miles NNE.	Aeoma, m. b.	.....	78	15	Steering gear disabled; helped get boat into harbor.
Do.	222.	1 mile NE.	No. 1047, m. b.	.....	32	12	Piloted into harbor, and later to sea.
Do.	287.	400 yards ESE.	Christiana, sch.	.....	951	2	Not enough wind to enable vessel to make harbor; towed in.
Do.	286.	100 yards E.	F. R. Buell, str.	.....	.....	17	Stranded while seeking shelter; ran line from vessel to pier, and she released herself.
Oct. 13.	61.	14 mile NW.	.....	.....	.....	.....	Pulled out of the water an automobile that had backed off a dock.
Do.	123.	.....	.....	.....	.....	.....	Carried War Department official to sea to make soundings around sunken wreck.
Do.	140.	1 mile NE. by N.	—, str.	.....	.....	.....	Warned away from shoals by Coston signal.
Do.	247.	.....	.....	.....	.....	.....	Carried 2 sailors out to their vessel, marooned at the harbor breakwater pier.
Do.	255.	4 mile NE.	Lenola, m. b.	.....	20	4	In dangerous position; hauled out on beach.
Do.	285.	8 miles E.	Anna D., str.	.....	.....	.....	Crankshaft broken; ran line for towing vessel and towed steamer to wharf after she reached harbor.
Oct. 12-14.	256.	1 mile ENE.	Henry Phipps, str.	.....	7, 240	32	Stranded; furnished transportation, carried messages and ran lines; vessel floated by tug.
Oct. 14.	208.	12 miles E.	Mary E. Soydam, m. b.	.....	46	2	Out of provisions and water and leaking; supplies furnished and vessel assisted to get under way for a port.
Oct. 14-15.	87.	4 mile NNW.	Hitchie Koo, m. b.	.....	.....	4	Engine disabled; towed to station and occupants cared for over night.
Oct. 15.	81.	14 miles E.	—, sharpie.	.....	.....	4	Found ashore in the surf; taken to station and held for claimant.
Do.	95.	.....	.....	.....	.....	.....	Delivered to U. S. S. Swash 12 buoys, part of a lot picked up by station crew.
Do.	221.	4 miles E.	Margarette, m. b.	.....	.....	6	Sent out pilot to bring in tug with disabled launch in tow.
Do.	238.	1 mile ENE.	Hank Jr., m. b.	.....	.....	2	Engine disabled in lake; towed to Fairport, Ohio.
Do.	269.	24 miles S. by E.	Filedriver.	.....	.....	2	Capsize and sank while in tow; helped recover hull of machine and buoyed spot so her machinery could be recovered later.
Oct. 16.	87.	14 miles SSE.	J. I. Housman, m. b.	.....	7	2	Warned away from shore by Coston signal.
Do.	192.	1 mile NW.	Hydroairplane.	.....	.....	1	Stranded, floated unassisted; piloted over bar to sea.
Do.	235.	34 miles S.	S. P. No. 1047, sch.	.....	89	15	Made too sharp a descent and capsized; righted and towed to hangar.
Oct. 16-17.	220.	3 miles SE. by E.	Hydroairplane.	.....	.....	3	Piloted in over Pass Cavallo Bar and out again.
Oct. 17.	235.	34 miles N.	Pop, m. b.	.....	.....	2	Engine disabled; towed to moorings.
Do.	236.	250 yards S.	—, skiff.	.....	.....	.....	Engine disabled; towed to moorings.
Do.	304.	1 mile SE.	.....	.....	.....	.....	Parted moorings; picked up, taken to dock and hauled out.
Oct. 18.	95.	.....	.....	.....	.....	.....	Put on board U. S. S. Swash 24 iron net buoys, picked up by station crew.
Do.	307.	1 mile W.	.....	.....	.....	.....	Pulled automobile out of sand in surf.
Oct. 19.	4.	4 mile SW.	Brightie, sch.	.....	600	1	Pulled automobile out of sand in surf.
Do.	247.	7 miles NNE.	Arbutus, str.	.....	400	24	Engine disabled; towed to Block Duck Cove.
Oct. 20.	155.	14 miles W.	S. P. No. 120, m. b.	.....	65	20	Sent off message for master relative to man lost overboard.
Do.	161.	6 miles W.	.....	.....	.....	.....	Piloted to landings.
Do.	162.	400 yards S.	J. V. Taylor, sch.	.....	199	5	Engine disabled; went on beach; helped remove equipment and crew's belongings to place of safety.
Do.	283.	1 mile S.	Sumac, United States str.	.....	681	27	Put out fire in cottage chimney.
Do.	289.	.....	.....	.....	.....	.....	Unable to make harbor under sail; towed into river.
Oct. 21.	30.	3 miles W.	Papoose, m. b.	.....	.....	.....	Intercepted vessel and delivered official message on board.
Do.	113.	14 miles NNW.	Henry III, m. b.	.....	.....	4	Ran ashore; pulled off.
Do.	276.	5 miles E.	.....	.....	.....	2	Stranded; worked aloft.
Oct. 22.	30.	3 miles N.	.....	.....	.....	.....	Broken shaft, towed to mooring at Jeffersonville, Ind.
Do.	161.	1 mile S.	—, str., and tow.	.....	.....	.....	Pulled automobile out of quicksand in surf.
Do.	156.	2 miles E.	.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.	263.	10 miles N.	2 scows.	.....	.....	.....	Warned away from shoals by code signal.
Do.	.....	.....	.....	.....	.....	.....	Cut adrift from tug in rough sea, went ashore, totally lost; saved equipment to the value of \$800.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1913—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1917.							
Oct. 23.	304.	At station.	—, skiff.				Pounding against dock; hauled out on beach.
Do.	304.	1 mile S.	Trianon, rowboat.				Dribbling in gale; picked up and held for chumant.
Do.	311.	800 yards NW.	Helen, m. b.				Parted line, drifted on beach and filled; temporarily secured by line until owner could take charge of boat.
Oct. 22-23.	45.	4 miles S.	Lillian, sch.		3		Stranded; furnished transportation to members of crew between vessel and shore; schooner floated by wreckers.
Oct. 23.	276.	125 yards E.					Rescued a horse that had fallen over the river levee.
Do.	285.	1 mile N.	—, skiff.				Went adrift in gale and filled; pulled out on beach.
Oct. 24.	15.	1 mile SW.	—, dory.				Broke mooring and stranded; hauled out on beach.
Do.	28.	700 yards N.					Wooden walk broken from fastenings by rough sea; recovered and secured.
Do.	23.	660 yards N.	—, m. b.				In danger of going adrift in storm; removed to safe mooring.
Do.	24.	1 mile SW.			1		Float parted moorings; hauled out on beach.
Do.	24.	1 1/2 miles—	Anemone, m. b.				Handed injured and seasick man from vessel, anchored offshore.
Do.	31.	300 yards S.	Norka, m. b.				Parted mooring and went on rocks; saved part of equipment, vessel lost.
Do.	31.	2 miles S.	—, m. b.				Furnished tackle to haul stranded boat up on beach.
Do.	82.	1 mile W.	Jennie Hynds, cat.				Parted mooring and went against dock and sank; hauled ashore and balled out.
Do.	82.	1 mile W.					Cottage on fire; prevented flames from spreading to near-by buildings.
Do.	92.	280 feet E.			5	5	Soldiers' tent on fire; put out with fire extinguishers.
Do.	97.	2 miles SSE.	Cassie, bge.	948			Stranded in gale, crew reaching shore unassisted; succor afforded.
Do.	125.	200 yards N.					Saved furniture from burning houses and protected adjacent buildings.
Do.	166.	14 miles SSE.	—, str.		7		Warned away from shore by Coast signal.
Do.	233.	1 mile SW.	2 motor boats.		2		Went ashore; pulled out of water for safety.
Do.	255.	24 miles SW.	Esther B., str.	9			Engine disabled; took mail off boat and delivered it to postoffice.
Do.	310.	8 miles WNW.	Scopia, m. b.		24		Unable to make harbor against tide; sent tug to vessel.
Oct. 25.	23.	500 yards N.	Jelling, Dan., str.	2,639			Sunk at moorings in gale; hauled out and turned over to owner.
Do.	190.	12 miles S.					Plotted to anchor in Lookout Light steamer having disabled schooner William Cobb in tow.
Oct. 26.	31.	1 mile NW.	No. 106, m. b.		2		Recovered engine of motor boat lost in storm of Oct. 24.
Do.	32.	2 miles E.					Collided with fish pound; beached to prevent sinking; damage repaired and boat launched.
Do.	92.	1 mile E.					Recovered and restored to owner fish net valued at \$400.
Do.	113.						Carried fish pound inspector on his rounds.
Do.	247.						Lighthouse keepers unable to return to their station on account of gale; carried out in power lifeboat.
Do.	254.	1 mile W.	L. B. Coates, sch.	189	4	4	Waterlogged; took crew off and sheltered them overnight; sent for tug and helped make her fast alongside and get schooner under way.
Do.	273.	1 mile E.	—, m. b.		2		Unable to proceed in gale, driven against piling; towed to boat house.
Oct. 10-27.	82.	260 yards NW.	Three scows.		5		Assisted in floating scows loaded with old service building.
Oct. 27.	80.	1 mile NE.	—, m. b.		2		Propeller disabled; towed to destination.
Do.	232.	1 mile W.	do.		1		Engine disabled; towed to dock in harbor.



Stranded; summoned tug, which floated vessel on 28th.				Building on fire; prevented fire from spreading.			
Oct 26-28.	208.	6 miles SSE.	Tordenskjold, Norwegian str.	1 mile NE.	1	Engine disabled; towed to safe water.	Parted mooring and stranded; towed to safe anchorage.
Oct 28.	84.	1 mile NE.	Patsie, m. b.	1 mile N.	1	Parted mooring and stranded; towed to safe anchorage.	Parted mooring and stranded; towed to safe anchorage.
Oct 28.	11.	1 mile N.	Alba, ship.	1 mile W.	2	Automobile disabled; carried passengers to Allenhurst, Fla., placed machine out of reach of tide.	Automobile disabled; carried passengers to Allenhurst, Fla., placed machine out of reach of tide.
Do.	25.	1 mile W.	Sigrid, ship.	1 mile S.	2	Warned away from shoals by Coston signal.	Warned away from shoals by Coston signal.
Do.	203 and 204.	14 miles S.				Helped hoist yawl on board barge Chickamauga, after she had been floated.	Helped hoist yawl on board barge Chickamauga, after she had been floated.
Do.	204.	8 miles ENE.				Helped United States Engineers make survey on Coquille River Bar.	Helped United States Engineers make survey on Coquille River Bar.
Do.	241.	12 miles N. by E.				Filled while in tow and capsized; picked up and taken to safe water and hauled out.	Filled while in tow and capsized; picked up and taken to safe water and hauled out.
Do.	317.	1 mile SSW.				Parted in gale and stranded; pulled off and towed to a wharf.	Parted in gale and stranded; pulled off and towed to a wharf.
Oct 30.	4.	600 yards N.				Broke adrift and went ashore; taken to station and held for claimant.	Broke adrift and went ashore; taken to station and held for claimant.
Do.	23.	300 yards SW.				Delivered message on board vessel.	Delivered message on board vessel.
Do.	29.	600 yards N.				Engine disabled, drifted ashore; launched and turned over to United States steamer.	Engine disabled, drifted ashore; launched and turned over to United States steamer.
Do.	86.	14 miles E.	Hydroairplane.		1	Taken to place of safety on account of bad weather.	Taken to place of safety on account of bad weather.
Do.	232.	1 mile W.				Drifted off beach and out into lake; recovered and brought into harbor.	Drifted off beach and out into lake; recovered and brought into harbor.
Do.	233.	6 miles NW.				Assisted United States Engineers in making surveys in Coquille River.	Assisted United States Engineers in making surveys in Coquille River.
Do.	317.	2 miles E.	Spiridon, cat.		2	Broke moorings and stranded; put boat in position where she would float on next tide.	Broke moorings and stranded; put boat in position where she would float on next tide.
Oct 31.	50.	2 miles E.				Warned away from shore by Coston signal.	Warned away from shore by Coston signal.
Do.	129.	1 mile SE.				Got out of channel and stranded; assisted in floating.	Got out of channel and stranded; assisted in floating.
Do.	192.	4 miles NE.	Virginia, sch.		5	Warned away from shore by Coston signal.	Warned away from shore by Coston signal.
Do.	208.	1 mile ENE.				Engine disabled; picked up and taken to moorings.	Engine disabled; picked up and taken to moorings.
Do.	236.	1 mile W.			3	Engine disabled; towed to place of safety.	Engine disabled; towed to place of safety.
Do.	283.	1 mile E.			2	Stranded in snowstorm; put surfmen on board to lighter vessel, then returned to port and piloted tug to scene, ran lines; vessel floated and towed to harbor, station crew standing by.	Stranded in snowstorm; put surfmen on board to lighter vessel, then returned to port and piloted tug to scene, ran lines; vessel floated and towed to harbor, station crew standing by.
Nov 1.	235.	Roses Reef.	Charles Horn, str.		17	Carried fish-pound inspector on his rounds.	Carried fish-pound inspector on his rounds.
Do.	110 and 113.	4 miles SW.				Parted mooring and stranded; assisted in launching.	Parted mooring and stranded; assisted in launching.
Do.	174.	2 miles NW.	Neille, m. b.		1	Extinguished fire in chimney.	Extinguished fire in chimney.
Do.	187.	400 yards ESE.				Assisted United States engineer in survey work.	Assisted United States engineer in survey work.
Do.	317.	3 miles N. by W.	Wildress, scow.		3	Towed from Squirrel Island to Damiscope Island.	Towed from Squirrel Island to Damiscope Island.
Nov 2.	8.	1 mile NE.	M. T. Greene, str.		16	Delivered telegram to master of vessel and carried message ashore for him.	Delivered telegram to master of vessel and carried message ashore for him.
Do.	247.	1 mile W.	J. S. Crouse, str.		6	Capsized at wharf, due to careless unloading; barge righted itself; assisted in recovering 86 cords of wood.	Capsized at wharf, due to careless unloading; barge righted itself; assisted in recovering 86 cords of wood.
Nov 3.	285.	8 miles WSW.				Sent call for tug to go out and tow vessel in over Columbia River bar.	Sent call for tug to go out and tow vessel in over Columbia River bar.
Do.	310.	North Channel.				Picked up skiff found adrift.	Picked up skiff found adrift.
Nov 4.	Apecho.	2 miles E.	Priscilla, sch.		4	Mistook light, stranded; took off crew and kept them overnight at station.	Mistook light, stranded; took off crew and kept them overnight at station.
Do.	25 and 26.	1 mile E.				25 ran hawsers and tugs pulled schooner off.	25 ran hawsers and tugs pulled schooner off.
Do.	161.	1 mile E.				Warned away from beach by Coston signal.	Warned away from beach by Coston signal.
Do.	310.	10 miles WSW.				Sent call for tug to tow vessel in over Columbia River bar.	Sent call for tug to tow vessel in over Columbia River bar.
Nov 6.	62.	2 miles NW.				Found adrift; evidently abandoned; no trace of boatman; boat recovered.	Found adrift; evidently abandoned; no trace of boatman; boat recovered.
Do.	62.	1 mile NE.			1	Broke adrift; picked up by Government tug; helped secure boat to a dock.	Broke adrift; picked up by Government tug; helped secure boat to a dock.
Do.	151.	2 miles NE.	Emeline, m. b.		3	Stranded; ran lines and assisted in floating vessel.	Stranded; ran lines and assisted in floating vessel.
Nov 7.	Gresham.	Dan Neck Mills.	Ruth E. Merrill, sch.		13	Out of provisions and water; towed to harbor in time to escape blow.	Out of provisions and water; towed to harbor in time to escape blow.
Do.	139.	1 mile ENE.				Assisted in putting out fire on pier.	Assisted in putting out fire on pier.
Do.	204.	1 mile NE.				Stranded on shoals; warned off by Coston signal.	Stranded on shoals; warned off by Coston signal.
Do.	247.	1 mile NE.	Mary Battle, str.			Made two trips to wrecking steamer, offshore, to deliver messages.	Made two trips to wrecking steamer, offshore, to deliver messages.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons on cutter.	Remarks.
1917.							
Nov. 8.	247.	1 mile E.	J. & C. Heinley, m. b.	41	2		Assisted United States engineers in survey work.
Do.	88.	1 mile SE.	Anna, str.		7		Stranded; floated without assistance; towed out of danger; hoisted sails and raised anchor.
Nov. 9.	238.	4½ miles SW.	—, skiff				Stranded in fog; piloted boat ashore from vessel and took soundings; steamer freed herself.
Nov. 10.	20.	1 mile ESE.	Maggie Marshall, str.	365	16		Adrift; picked up and returned to owner.
Do.	245.	8 miles WNW.	—, dory				Stranded in fog; ran lines and after vessel was released by tug, piloted her in to a dock.
Do.	278.	1 mile SW.	—, dory				Recovered body of drowned man.
Nov. 11.	14.	6 miles W.	Gluzel, m. b.	58	3		Towed dory that had been picked up by outside parties.
Do.	204.	665 yards SW.	Mirene, m. b.	46	4		Assisted in towing vessel to port in strong wind.
Do.	311.	55 miles S.	—, str.				Crank shaft broken; sent tug to take vessel in tow.
Nov. 12.	19.	2½ miles N.	—, str.				Hotel on fire; arrived first on scene and with assistance kept fire confined to building, thereby saving adjacent houses.
Do.	74.	16 miles S.	—, str.				Found dying man on beach and removed him to his home; the man had been murderously assaulted.
Do.	204.	15 miles E.	Louis H., bge	307	3		Sent off messages and delivered repair material to vessel, temporarily abandoned by tug.
Do.	208.	15 miles E.	Alamo, str.	2,942	69		Put doctor on board steamer Alamo to attend 3 men cut in a fight.
Do.	255.	In station harbor.	Lillie R., m. b.	15	1		Stranded; floated by means of line run to dock.
Nov. 12-13.	226.	15 miles ENE.	Omaha, str.	1,251	17		Stranded; sent call for tug and ran lines for it; vessel floated.
Nov. 13.	78.	14 miles N.	Airplane		1		While alighting, fell into water, injuring aviator; helped get machine out on shore.
Do.	269.	500 yards S. by W.	Pile driver.				Helped clear wreckage of pile driver that had been towed alongside pier.
Do.	282.	8 miles S.	Manteo, m. b.				Transported men and material to stranded vessel, preparatory to work of floating her.
Nov. 14.	287.	19 miles NNE.	T. S. Christie, str.	517	15		Stranded; piloted towing vessel in to steamer and ran line for her; steamer floated.
Do.	304.	7 miles SW.	—, m. b.		1		Engine disabled; towed to destination.
Nov. 15.	9.	24 miles NNW.	—, skiff				Store in village of Parker Head on fire; entire village endangered; by help of station crew fire was confined to 5 buildings.
Do.	311.	2 miles NW.	—, str.				Adrift; picked up and held for claimant.
Do.	320.	3 miles S.	—, m. b.		1		Warned away from breakers by Coston signal.
Do.	322.	1 mile S.	—, str.		10		Engine disabled in rough sea; taken in tow while repairs were made.
Nov. 15-16.	Acushnet.	Vineyard Haven.	Thomas B., Br. str.	135			Grounded alongside wharf; pulled afloat.
Do.	250.	34 miles NW.	—, m. b.		1		Recovered body of drowned man.
Do.	4.	3 mile WNW.	—, m. b.		4		Out of gasoline; supply furnished.
Nov. 16.	58.	1 mile ENE.	—, m. b.		4		Stranded; pulled out on beach; crew sheltered overnight.
Do.	179.	24 miles W.	Oregon, m. b.		3		Engine disabled, adrift; picked up and towed to station.
Do.	233.	200 yards NW.	Derrick and 2 scows.		4		Sent call for tug to care for derrick and 2 scows lying in unsafe position.

82.	Nov. 17.	4 miles W.	J. & C. Heinley, m. b.	41	2	Shorthanded; boarded vessel and brought her to station dock.
179.	Do.	5 miles NW.	Marjorie, m. b.	2	2	Stranded; pulled afloat.
208.	Do.	1 mile E.	Marjorie, m. b.	7	7	Out of fuel, adrift, picked up and towed to station.
310.	Do.	10 miles SW.	Do., sch.			Helped tug to tow vessel in river Columbia River Bar.
319.	Nov. 18.	1 mile NE.	Do., sch.			Helped tug to tow vessel in river Columbia River Bar.
304.	Do.	1 mile NE.	Do., sch.			Adrift in lake; picked up and held for claimant.
23.	Nov. 19.	1 1/2 miles E. by N.	Do., sch.	1	1	Stranded; floated and returned with occupant to vessel offshore.
318.	Do.	1 mile E.	Juanita, sch.			Adrift; picked up and held for claimant.
154.	Nov. 20.	1 1/2 miles NW.	Do., m. b.	3	1	Boat collided, precipitating man overboard; clothing furnished.
186.	Do.	1 1/2 miles SW.	Do.			Adrift; picked up and returned to owner.
209.	Do.	3 miles WSW.	Do.			Engine disabled, forced to alight in bay; towed to Miami, Fla.
23.	Nov. 21.	1 mile E.	Do., alplane.	239		Out of water; supply furnished.
204.	Do.	1 mile NE.	Samuel Castner, Jr., sch.	7		Warned away from shoals by code signal.
208.	Do.	1 mile E.	Do., str.			Warned away from shore by Coston signal.
284.	Do.	1 mile SW.	Do.			With tackle and hawser rescued team and wagon that had backed over embankment into 10 feet water.
247.	Nov. 22.	1 mile NE.	Stevenson, str.			Stood by while vessel put out anchors to make her secure in gale.
46 rods E.	Do.	46 rods E.	Vernetta, m. b.	2		Collided with dock in gale; worked to safe mooring on lee of dock.
247.	Do.	40 rods E.	Do., cat.			Placed lines on boat to assure its safety in storm.
286.	Do.	Do.	Do.			Recovered wreckage of plank walk swept away in storm.
247.	Nov. 23.	1 mile E.	Do.			Recovered wreckage of plank walk swept away in storm.
247.	Do.	1 mile NE.	Frank Rockleier, str.			Landed master and sent off telegrams.
287.	Do.	Off station.	Do., m. b.	4		Boarded vessel and gave first aid to 2 men overcome by seasickness and gasoline fumes; sent for doctor and put him on board.
286.	Do.	Do.	Do.			Helped repair power cable for harbor log signal damaged by high seas.
82.	Nov. 24.	1 mile NW.	Hydroairplane.	1		Engine disabled, forced to alight; taken in tow to Bayshore with assistance of naval reserve vessel.
250.	Do.	2 miles WNW.	Amaranth, str.	744		Engine disabled; assisted in transferring 18 tons of coal to lighthouse towing scow.
286.	Do.	1 mile ESE.	Two dories.			Gave medical treatment to man with badly frostbitten feet.
139.	Nov. 25.	3 miles NNW.	Dilla, sch.	300	3	Assisted boats in landing through rough surf.
139.	Do.	Do.	Do.		7	Boarded vessel in response to signal and found her leaking and crew refusing to go to sea; repaired vessel's engine, raised her anchor, made sail, and took her to safe anchorage in harbor.
139.	Do.	2 miles NE.	Navagadora, No. 78, m. b.	436	2	Hoove up anchor and assisted in putting bridle on barge to make her ready for sea.
8.	Nov. 26.	1 mile SSE.	Emma C. Berry, sch.	15	2	Towed into harbor.
153.	Do.	1 mile S.	Do., m. b.	8	5	Engine disabled; taken in tow while repairs were made.
176.	Do.	400 yards W.	Do.			Engine disabled; carried occupants to Wanchese, N. C., to obtain material for making repairs.
250.	Do.	3 miles SW.	Taurus, str.	4,470	28	Lost propeller; in tow of 2 steamers; carried masters ashore to send dispatches and procure provisions and put them back on board with supplies.
276.	Nov. 27.	335 yards W.	Alice B. Van Dusen, m. b.	50	3	Saved 5 buoys that had fallen off a gangplank into the river.
82.	Do.	1 mile N.	Do.			Helped get vessel alongside dock.
134.	Do.	50 yards W.	Do.			Put out fire in vacant cottage.
208.	Do.	1 mile E.	Do., str.			Warned away from shore by Coston signal.
208.	Do.	Do.	Do., str. and tow.			Do.
323.	Do.	1 mile N.	Four Brothers, m. b.	15	5	Collided with patrol boat; landed crew and helped get boat ashore; hauled out and repaired.
20.	Nov. 28.	60 yards SW.	Do., houseboat.		2	Towing boat unable to handle houseboat in fresh wind and choppy sea; towed to safe place.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1917.							
Nov. 28.	80.	200 yards SW.	Modoc, m. b.	.....	3	.....	Put in at station for shelter; hauled out on beach and later launched.
Do.	83.	100 yards S.	Modoc, m. b.	.....	3	.....	Engine disabled; hauled out on beach and launched later in day.
Do.	121.	1 mile NW.	Edith F., m. b.	.....	3	.....	Engine disabled; towed to Atlantic City, N. J.
Do.	193 and 194.	8 miles SE.	Wentz L., Roberts, m. b.	33	18	.....	Hayser in wheel; sent call for tug.
Do.	250.	3½ miles NE.	....., scow.	12	4	.....	Became waterlogged and sunk; floated and beached.
Nov. 29.	14.	1 mile SW.	Hattie Bell, slip.	5	2	.....	Sent message announcing that boatman reported lost in snowstorm had returned ashore.
Nov. 30.	126.	1 mile NW.	Seabright, m. b.	.....	1	.....	Helped shove boat out on shore for the winter.
Do.	162 and 163.	2½ miles S. by E.	Pamella, bk.	.....	17	.....	Sent off message for master reporting arrival of vessel to agents.
Do.	260.	5 miles SSE.	.....	.....	.....	.....	Struck by tug, leaking while on way to harbor.
Dec. 1.	135.	1 mile SE.	....., dory.	.....	3	.....	Wrecked off beach on tide; picked up and returned to owner.
Do.	164.	500 yards E.	....., str.	.....	.....	.....	Warned away from beach by Coast signal.
Dec. 2.	24.	1 mile N.	....., m. b.	.....	.....	.....	Wrecked in exposed place partly filled; assisted in bailing out.
Do.	81.	.....	.....	.....	.....	.....	Carried 2 men across the bay who were stranded while on a gunning trip.
Dec. 3.	4.	At station.	Harleigh, m. b.	.....	2	.....	Rudder disabled; hauled boat out and removed damaged part; our loaned for steering.
Do.	21.	.....	.....	.....	.....	.....	Located boatmen who had failed to return home in season and reported them to their friends.
Do.	21.	.....	.....	.....	.....	.....	Assisted in getting boat farther up beach out of reach of tide.
Do.	101.	At station.	Ureah, m. b.	.....	3	.....	Out of fuel; directed to place where supply could be obtained and put back on board launch.
Do.	130.	1 mile N.	Don, m. b.	.....	.....	.....	Carried injured boy to physician.
Do.	247.	.....	.....	.....	.....	.....	Helped assemble timber for construction of launchway to be used in hauling vessel out for the winter.
Dec. 4.	60.	1 mile WNW.	Ruth, m. b.	.....	2	.....	Engine disabled; sent for towboat and stood by while it took vessel to harbor.
Do.	236.	2½ miles SW.	.....	.....	.....	.....	Transported sick man on way to hospital.
Do.	246.	3½ miles SE.	Reiter, m. b.	.....	.....	.....	Delivered message to lightship.
Do.	268.	1 mile WSW.	....., sch.	.....	.....	.....	Put out fire in fog-signal station.
Do.	310.	15 miles S.	No. 7, bge.	.....	.....	.....	Sent tug out to tow vessel in over Columbia River Bar.
Do.	323.	2 miles SW.	.....	.....	.....	.....	Picked up derelict barge in path of navigation and towed it ashore with held of patrol boat.
Dec. 5.	14.	.....	....., patrol boat.	.....	.....	.....	Furnished pilotage.
Do.	24.	500 yards SW.	....., m. b.	.....	.....	.....	Assisted in hauling boat out for winter.
Do.	317.	.....	.....	.....	.....	.....	Located and buoyed anchor lost by vessel; anchor recovered by tug.
Dec. 4-6.	123.	.....	.....	.....	.....	.....	Assisted military authorities in laying a cable.
Dec. 6.	45.	8 miles N.	Horace A. Stone, sch.	1,376	10	.....	Anchor lost, windlass broken, and boiler of donkey engine leaking; proceeded 8 miles to vessel and returned ashore with call for tug.
Do.	287.	1 mile SE.	Shark, m. b.	.....	1	.....	Broke adrift; put owner on board, who started engine and took boat to safety.

Dec. 7.	32	23 miles SW. by W.	Maryland, bge.	4	2	Rudder head disabled; stood within call until towboat came. Water in gasoline, forced to alight; succored crew and furnished water to them out engine.
Do.	84	1 mile NW.	Aeroplane.	2	2	Shaft broken, stranded; landed passengers and mail at wharf. Secured door of cottage found open.
Dec. 8.	221	3 miles NW.	Swallow, m. b.	8	9	Assisted to land through surf.
Do.	24	1 mile N.	Three dories.	5	3	Cared for overnight party of young men prevented by bad weather from getting ashore; clothing furnished.
Do.	46	1 mile ESE.	At station.	2	2	Engine disabled, stranded; took occupant off and brought him ashore; boat found December 18.
Do.	125	1 mile N.	Elsie, m. b.	2	2	Broke adrift from tug Eugene Moran in storm; drifted ashore, crew escaping to land unassisted; succor afforded.
Do.	125	9 miles NE.	Pile driver.	2	2	Pulled automobile out of quicksand; occupants succored.
Do.	146	13 miles SSW.		13	6	Put man on board vessel and took a man off.
Do.	276	1 mile NW.	Desmond, str.	456		Capsized outside Milwaukee breakwater, 7 of crew perishing; 6 survivors picked up by tugs and turned over to station crew, who gave them first aid and succor.
Do.	285	1 mile NE.	rowboat.			Set adrift by ice; worked to beach and hauled out.
Do.	318	3 miles S.	Flora, m. b.	2		Engine disabled; towed to wharf.
Dec. 9.	5	3 miles NW.	Mary Alice, m. b.	4		Parted mooring and stranded; assisted in getting vessel to a dock. Removed contents of burning store and post office, and protected near-by property.
Do.	125	1 mile W.	Neponset, dredge.	4		Stranded while in tow; ran line for tug, which pulled dredge afloat on high tide.
Do.	139	2 miles E. by N.				Fouled piling, about to capsized; made vessel secure.
Do.	235	1 mile E.	John Perew, m. b.	20		Do.
Do.	235	1 mile E.	Wm. H. Peckham, m. b.	20		Stranded in gale; ran lines for tug that pulled vessel off.
Do.	236	3 miles SW.	Sandsucker.	80	1	Broke adrift and collided with dock; towed to safe place.
Dec. 10.	266	1 mile SE.	scow.	5		Fast in ice; made vessel secure for winter.
Do.	300	70 yards SW.	Spokane, str.	2,356	21	Frozen in; supplied occupants provisions and put them on board another boat.
Dec. 10-11.	87	1 mile W.	Lillie, m. b.	8	8	Fouled anchor and dragged ashore; helped recover keel; vessel floated on rise of tide.
Dec. 11.	113	1 mile NW.	Agnes R., m. b.	8	3	Put doctor on board steamer to attend sick member of crew.
Do.	139	4 miles NE.	Edilio, str.	2,969	32	Set afloat in heavy weather; stopped leak sufficiently to enable vessel's pumps to control it.
Do.	150	14 miles S. by W.	Hattie, sch.	1,286	5	Warned away from shore by Coston signal.
Do.	208	1 mile E.	Hilda, str.	23	2	Unshipped rudder while breaking ice; boarded vessel and made repairs.
Dec. 9-12.	285	Two Rivers Harbor.	Presque Isle, str.	4,578	33	Stranded in blizzard; shoveled coal overboard for 60 hours and otherwise assisted in floating vessel.
Dec. 12.	47	1 miles ENE.	Roamer, m. b.			Took 3 gunners off Tuckerneck Island, marooned by ice.
Do.	88	14 miles ENE.	Kathryn, m. b.			Fast in ice; taken out on beach by means of planks and rollers.
Do.	88	14 miles ENE.	Idle Hour, m. b.			Do.
Do.	130	1 mile W.	bkn.			Cut adrift by ice and set against bridge; removed to safety.
Do.	140	1 miles E. by S.				Warned away from shoals by code signal.
Do.	165	2 miles E.				Warned away from beach by code signal.
Dec. 12-13.	122			3	3	Succored over night 3 gunners out of provisions and detained on beach by ice.
Dec. 13.	30	3 miles W.				Cut adrift by ice and set against pier; towed to Plymouth.
Do.	164	Abreast of station.				Warned away from beach by Coston signal.
Do.	191	1 mile N.			9	Ran on breakwater in fog; took off occupants and carried them and their boat to Beaufort, N. C.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1917.							
Dec. 13.	257						Went for a doctor to treat a man suffering from an infected leg.
Do.	309						Succored hunter found in the woods, suffering badly from exposure.
Do.	310						Sent call for tug to go out and tow vessel in over Columbia River Bar.
Dec. 14.	11	8 miles SW.	—, sch.				Cut adrift by ice; picked up and towed to a dock.
Do.	24	1 mile NW.	—, dory.				Temporarily secured live electric wire, misplaced by storm, and notified electric-light company.
Do.	48		Victoria, m. b.				Parted moorings and stranded; ran line and prevented launch from doing damage to other boats.
Do.	48		Ida May, m. b.				Do.
Do.	130		Idle Horn, m. b.				Dragged anchor in gale; broke vessel free of ice and took her to place of safety.
Do.	139		Howard, bge.	368	2		Broke adrift from tug and stranded; ran line for tug, which pulled vessel off.
Do.	140		Wallace, bge.	314	2		Do.
Do.	150		Wm. H. Meekins, sch.	73	3		Stranded while trying to enter harbor; ran line; engaged tug to float vessel and raised anchor.
Do.	252						Intake water pipe of fog-signal station frozen; carried 40 barrels of water to keep station in operation.
Do.	257		Schnoden, str.	48	7		Fast in ice; leaking; shifted freight and stood by until arrival of tug.
Dec. 15.	29						Gave information leading to the arrest of persons who had robbed lobster pots.
Do.	48		Nestor, cat.				This boat had been previously hauled out; floated.
Do.	48		Victoria, m. b.				Do.
Do.	48		Ida May, m. b.				Do.
Do.	97		Ruth E. Pembe, sch.	94	18	18	Struck submerged wreck; cared for crew overnight and supplied 2 of them with clothing; vessel total loss.
Do.	122						Found on beach the body of man lost from the tug Eugene F. Moran; carried body to Atlantic City.
Do.	125		Wm. H. Meekins, sch.	71	3		Recovered body of man from water and turned it over to coroner.
Do.	151						Stranded; ran a line and tug pulled vessel off.
Do.	231		Wisconsin, m. b.	40	2		Recovered body of man from lake and turned it over to police.
Dec. 16.	290	8 miles SW.					Fast in ice; went to vessel on tug and brought her to safety.
Do.	163	1½ miles S.					Extricated automobile from quicksand.
Do.	308	2 miles S.					Recovered log chains from raft that broke away from towboat and broke up.
Do.	253		Swallow, m. b.	8	3		Set afloat by ice while trying to reach dock; hauled out on station launch-way and leak repaired.
Do.	255						Recovered body of drowned boy.
Dec. 17.	146	1½ miles ESE.	—, str.				Warned away from beach by code signal.
Do.	154	1½ miles SE.	do.				Do.
Dec. 18.	163	3½ miles S.	do.				Warned away from beach by Coston signal.

Do.	189	14 miles NW	Velma Brooks, m. b.	skiff	33	2	2	Detained on beach by stormy weather; given dinner and towed home.
Do.	191	1 mile NE	Sea Way, m. b.		565	3	3	Engine disabled; towed to station and turned over to another boat.
Do.	217	1 mile NE	Annie M. Campbell, sch.		565	4	4	Stranded in fog; sent call for vessel to float launch.
Do.	307	1½ miles ENE				8	8	Dragged anchor; towed back to anchorage; carried sick member of schooner's crew to hospital.
Dec. 19	12					2	2	Engine disabled, adrift 2 days; picked up by private boat and turned over to station crew; given dinner and towed to Portsmouth, N. H.
Do.	164		Delaware Sun, sch.		3,708	16	16	Carried to Virginia Beach a child suffering from diphtheria.
Do.	216							Filled and rolled over; crew in small boat went aboard the Comanche and later aboard a tug.
Do.	252							Carried light keeper and family to mainland.
Do.	252							Water pipes of fog-signal station frozen; carried 20 barrels of water to keep signal in operation.
Dec. 20	26	2 miles SSE		str				Warned away from shore by Coston signal.
Do.	310	5 miles SW		sch				Sent call for tug to tow vessel in over Columbia River Bar.
Dec. 21	23	At station	E. A. Clayton, m. b.		9	9	9	Gave first aid to woman taken suddenly ill.
Do.	240	5 miles SW				3	3	Past in ice; carried 8 passengers and 125 bags of mail to Northport.
Dec. 22	151	2 miles NE	George Popham, m. b.		12	2	2	Ran aground; succored and gave clothing to member of party who had fallen overboard.
Dec. 23	9	½ mile NW						Helped haul vessel out of water, using tackle.
Do.	310	10 miles W	Elkader, m. b.		15	2	2	Carried an Army surgeon by boat to Fort Stevens, Ore.
Do.	310	3 miles WNW						Signaled tug to go out and bring vessel in over Columbia River Bar.
Do.	311							Engine disabled in gale, went on jetty sands and became total loss; occupants succored and given dry clothing; saved launch's engine, valued at \$4,000.
Dec. 24	12	25 miles S by W	Lena W m. b.		9	4	4	Lost propeller; towed to a dock.
Do.	83	2 miles NW	Growler, m. b.			8	8	Lost bearings in darkness and stranded; carried 6 passengers to Ocean Beach; vessel floated on rise of tide.
Do.	325	350 yards W	No. 198, m. b.			1	1	On fire and drifting toward breakers; towed clear of breakers; fire extinguished.
Dec. 25	217	4 miles NW				3	3	Recovered body of man who had fallen overboard from steamer.
Do.	317							Assisted in removing furniture from burning building and saved house adjacent.
Dec. 26	288	4 miles NW				6	6	Recovered body of drowned boy; resuscitation attempted.
Do.	290	2 miles S						Carried mail and passengers across ice from Northport to Washington Island, the carrier being unable to make the trip.
Dec. 27	8	2 miles SE		dory				Adrift, full of water; picked up and towed to station.
Do.	39	1 mile S	No. 659, patrol boat		677	12	12	Warned away from bar by Coston signal.
Do.	49	3 miles NE by E	Tulip, str.		677	3	3	Collided with barge in tow; helped beach boat.
Do.	82	½ mile WSW	Water Witch, str.		2,364	4	4	Ran line from lighthouse tender to stranded buoy.
Dec. 28	23	2 miles NE by N	Corsica, str.			20	20	Lost propeller; towed to a wharf at Gloucester.
Do.	60	3 miles SW by S						Stranded; leaking; floated unassisted; sent call for tug to come and meet vessel.
Do.	147	2½ miles S by W		str, and 2 bges.				Warned away from shore by Coston signal.
Dec. 30	28	1 mile NW	Hercules, str.		233	13	13	Frozen in; out of fuel and provisions; landed 7 men.
Do.	75	½ mile N				1	1	Thrown off scooter into water; clothing and succor furnished.
Do.	75	½ mile W						Extricated automobile from snowdrift.
Do.	165	1 mile NE		str				Warned away from beach by Coston signal.
Do.	311		Pampa, Argentine str.		2,750	99	99	Carried a doctor from Fort Columbia to Fort Stevens to enable him to report for duty.
Do.	169 and 170	1½ miles N. station 170.						Stranded in snowstorm; took off 3 men in breeches buoy to send off telegrams; ran lines for tug, and stood by on beach at night.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1917.							
Dec. 31.	60.	2½ miles S.	—, dory.				Broke adrift from steamer; picked up and owner notified.
Do.	110.	1 mile S.					Extricated automobile from quicksand.
Do.	135.					1	Sheltered hunter overnight unable to return home on account of ice.
Do.	81.						Carried to mainland 3 men prevented by ice from crossing over.
1918.							
Jan. 1.	9.	2½ miles SE.					Brought mail ashore from Sequin Island Light Station, delivered provisions to lighthouse, landed and lodged 2 members of Naval Reserve.
Do.	45.	5 miles SSW.					Found and brought home 2 hunters detained on beach by ice; succor given.
Do.	48.	¾ mile SE.	—, m. b.				Helped haul boat out of ice up on beach.
Do.	164.	3 miles.	—, str.				Warned away from beach by Coston signal.
Do.	306.						Made coffin, dug grave, and buried body of small child of neighbor.
Jan. 2.	11.						Delivered mail and provisions to Wood Island Light Station.
Do.	34.	1½ miles NNW.	—, str.				Warned away from shore by Coston signal.
Do.	88.	1½ miles S.	—, str.				Do.
Do.	310.	¾ mile N.	—, sch.				Sent call for tug to tow vessel in over Columbia River Bar.
Jan. 3.	286.		Swan, m. b.	8		3	Transferred boat from one branch of river to the other.
Jan. 3-4.	179.						Succored 3 men prevented by ice from getting across sound to their homes; carried them across inlet in boat.
Jan. 4.	7.	¾ mile NW.					Transferred man from Allens Island to Port Clyde to obtain provisions and carried him back to island.
Do.	45.	9 miles SW.					Cleared road to Nantucket of snow; extricated team from snowbank; delivered mail.
Do.	139.						Pulled boat out on beach and made it secure.
Do.	175.	¾ mile WNW.	—, m. b.			2	Succored hunters prevented by bad weather from returning to their homes.
Do.	191.	6 miles E.					Carried load of provisions out to people on Harkers Island.
Do.	269.	200 yards E.					House on fire; unable to save building, but saved some household goods and food supplies.
Jan. 5.	50.						In heavy weather transported a man and woman part of their way to New Bedford.
Do.	130.						Brought physician from Sea Isle City to attend 2 children, seriously ill; also carried physician back.
Do.	188.					24	Supplied provisions to 24 persons icebound in Harbor Island, N. C.
Do.	310.	10 miles WSW.					Carried to Astoria an Army officer bound thither on urgent business.
Jan. 5-6.	183.					16	Succored party from club on Harbor Island and transported them on their way to Morehead City.
Jan. 6.	24.	2 miles NW.					Moving ice carried away light marking channel; recovered parts and held them for Lighthouse Service.
Do.	140.	1½ miles N. by E.	—, str.				Warned away from shore by Coston signal.
Do.	133, 140, and 141.	2 miles E. station 139	John H. Winstead, bge	841	4		Drifted out of harbor with ice and went on shoal; transferred workmen to and from vessel; put supply of fresh water on board, ran lines, etc.; floated by tug and S. P. boats.



Jan. 7.	4	6 miles NW, by W.	Undercliff, m. b.	50	4	Fast in ice; sent message for vessel to free boat. Kept at station in island light unable to get to mainland on account of ice; carried him to Louis Island for his mail and to Port Clyde for provisions and back again to his station.
Do.	7.	4 miles NW.	Warren B. Potter, sch.	368	5	Fast in ice, bleak, out of food; boarded vessel with great difficulty; returned ashore and sent for vessel which pulled schooner off and towed her to port. Received horse that had fallen through ice.
Do.	50.	3 miles NE.				Sent message calling assistance in search for woman.
Do.	164.	4 mile S.				Success and rescued sick man at station for several days.
Jan. 8.	47.				1	Landed supplies intended for row boat fast in ice.
Jan. 10.	153.					Helped string ashore bodies of 2 boys frozen to death on ice out in lake.
Do.	211.	9 miles NNW.				Engine disabled; occupants took refuge at Desdemona Sands Lighthouse; brought men and boat ashore and repaired engine.
Do.	311.	3 miles N.	—, m. b.		2	Carried mail out to Desdemona Sands Light Station.
Do.	311.					Carried from Muskeget Island to Smiths Point 4 persons that had been detained on Muskeget Island by ice 11 days.
Jan. 11.	47.					Plotted to harbor to escape bad weather.
Do.	316.	7 miles SSW.	Pioneer, str., and bge.	100	18	Broke mooring and went ashore; protected from rocks by planks, awaiting rise of tide; helped save some furniture and kept fire from spreading to outbuildings.
Jan. 12.	14.	4 mile S.	Washougal, m. b.		2	Wharf partly destroyed by ice; recovered much of wreckage.
Do.	65.	4 mile E.				Found floating down in river on cake of ice; recovered.
Do.	126.	4 mile NW.	Rowboat.			Warned away from shore by Coast signal.
Do.	233.	4 mile SW.				Carried out to sea by ice; removed furniture; houseboat total loss.
Jan. 13.	40.	4 mile E.				Put into harbor for shelter; supplied provisions and water and helped put vessel alongside pier.
Do.	89.	4 mile SE.	Houseboat.	77	3	Carried to Babylon on ice scooter a man who had fallen on the ice and broken his leg.
Do.	150.	14 miles SW.	Alberta, sch.			Carried keeper of Desdemona Sands light out to his station.
Jan. 14.	84.					Cottages on fire; saved some household goods and prevented fire from spreading.
Do.	311.	14 miles S.				Barn on fire; helped clear up debris, thereby preventing spread of fire.
Jan. 15.	16.	2 miles NW.	S. F. 224, m. b.		22	Dragged anchors in gale; raised anchors and piloted vessel to Lewes, thence to Assateague.
Do.	141.	3 miles ESE.				Keeper of light station unable to get ashore on account of ice; carried provisions out of station.
Do.	144.	20 miles W.			1	Engine disabled; towed to lighthouse dock.
Do.	216.	1 mile NW.	—, m. b.		1	Engine disabled; towed to lighthouse dock.
Do.	222.	200 feet NW.			1	Successed man who had fallen overboard from a vessel.
Do.	222.	200 feet NW.				Gave first aid to man who had cut his arm with a hatchet.
Jan. 15-16.	135.	1 mile SW.			3	Sheltered overnight 3 members of sea patrol prevented by ice from returning to their base.
Jan. 16.	Hartley.	Near Black Point.				Picked up and towed out of track of vessels a timber raft found adrift.
Do.	148.	14 miles E.	S. P. No. 227, m. b.	63	20	Hove to offshore with engines disabled; sent and received several messages; vessel proceeded after repairs were made.
Do.	155.	2 miles SW.	—, m. b.		3	Engine disabled; towed to Hog Island.
Do.	189.	10 miles NNE.	Augusta M., sch.	12	4	Capsized in hurricane, drowning member of crew; recovered body.
Do.	311.					Went out to Desdemona Sands light station and brought keeper ashore.
Jan. 17.	40.	4 mile SW.				Caught in drift ice; freed and taken to safety.
Do.	84.	1 mile NW.	—, skiff.			Automobile crossing bay on ice, plunged into 20 feet of water; pulled out with fall and grapple.
Do.	176.	4 mile NW.	Orsino, m. b.	12	1	Boat came ashore several weeks preceding this date; assisted in launching.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1918.							
Jan. 17.....	207.....	2½ miles S.....	—, skiff.....	.....	2	2	Engine disabled; succored boatmen overnight and furnished material for repairs.
Do.....	208.....	1 mile E.....	—, str.....	.....	.....	.....	Warned away from shore by Coston signal.
Jan. 18.....	7.....	4½ miles NW.....	.....	.....	.....	.....	Carried supplies to Franklin Island light station.
Do.....	126.....	5½ miles NW.....	.....	.....	.....	.....	Helped save parts of wharf, wrecked by ice.
Do.....	163.....	3 miles N.....	Two steamers.....	.....	.....	.....	Warned away from beach by Coston signal.
Do.....	310.....	.....	.....	.....	.....	.....	Sent tug to tow vessel in over Columbia River Bar.
Do.....	310.....	.....	.....	.....	.....	.....	Do
Do.....	310.....	.....	.....	.....	.....	.....	Do
Jan. 19.....	165.....	2 miles E.....	.....	.....	.....	.....	Warned away from beach by Coston signal.
Do.....	196.....	¼ mile N.....	.....	.....	.....	.....	House set on fire by explosion of kerosene, burning 2 children to death; helped extinguish fire, and recovered bodies of children.
Do.....	310.....	.....	.....	.....	.....	.....	Transported important military mail from Fort Canby to Fort Stevens.
Jan. 20.....	85.....	6 miles S. by E.....	Mannie Swan, bkn.....	776	10	.....	Hove to offshore; out of provisions and members of crew sick; sent call for tug.
Jan. 20.....	311.....	¼ mile W.....	.....	.....	.....	.....	Dwelling on fire; unable to save building, but protected 3 houses near by.
Jan. 21.....	88.....	1½ miles SSE.....	.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	140.....	Ham and Chicken Shoals.....	F. C. Lockhart, sch.....	268	7	.....	Dragging out of harbor in ice; dangerously near shoals; made sail and put to sea on keeper's advice.
Do.....	165.....	2½ miles NE.....	.....	.....	.....	.....	Warned away from beach by Coston signal.
Do.....	286.....	Two Rivers Harbor.....	A. W. Luehky, str.....	32	6	.....	Hull damaged while breaking ice; helped make repairs.
Jan. 22.....	221.....	4 miles SE.....	Bessie M., m. b.....	.....	3	.....	Engine disabled; outside bar; took boat in tow after another vessel had brought it into harbor.
Jan. 19-23.....	21.....	1½ miles N.....	Gladys and Nellie, sch.....	107	19	19	Lost bearings and stranded; furling sails, succored crew, ran hawser; tug hauled vessel astern on 2nd.
Jan. 24.....	140.....	2 miles N.....	.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	166.....	4 miles NE.....	Teresa Arcane, lt. str.....	4,027	40	.....	Mistook buoy and went on Peblee Shoals; sent call for tug, which floated steamer.
Do.....	288.....	9 miles NE.....	Sunrise, m. b.....	13	4	.....	Fast in ice field; tug, with station crew aboard, broke channel to vessel and brought her to harbor.
Jan. 25.....	140.....	1½ miles N.....	.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	150.....	1½ miles S. by W.....	Columbia, sch.....	55	3	.....	Set adrift in heavy weather; sounded bar and gave course for getting in to marine railway at Chincooteague.
Do.....	321.....	.....	.....	.....	.....	.....	Appointed man for taking pictures in Bollinas Bay, and took charge of his films and notebooks.
Do.....	322.....	4 miles SSE.....	.....	.....	1	.....	Caught in breakers on bar; man rescued by fishermen; saved nets; boat lost.
Jan. 26.....	123.....	.....	.....	.....	.....	.....	Carried war Department official 8 miles to sea and made soundings at sunken barge.
Do.....	313.....	2½ miles SW.....	E. L. Smith, m. b.....	64	6	.....	Lost anchor, out of lubricating oil, afraid to cross in over bar; conveyed to harbor.

Jan. 27.....	310.....	Carolina, supply launch.	1 mile WNW.....	Winifred M., Br. sch.....	83.....	7.....	Transported soldier to Fort Stevens. Made Point Lighthouse damaged by ice; Pilot Miller helped remove lens and substituted 8-day light.
Jan. 28.....	135.....	Do.....	2½ miles ESE.....	Do.....	Do.....	Do.....	Master of vessel ill; ought ashore to enable him to take train.
Do.....	209.....	Do.....	Do.....	Do.....	Do.....	Do.....	Badly ailing; sent call for tug to come to vessel's assistance.
Jan. 29.....	316.....	Do.....	1 mile NE.....	Sherman, str.....	89.....	3.....	Carried to Empire by boat a man with a broken leg.
Jan. 30.....	47.....	Do.....	1 mile W.....	Do.....	Do.....	Do.....	Farmhouse on fire, building destroyed; occupants succored.
Do.....	50.....	Do.....	Do.....	Do.....	Do.....	Do.....	On account of ice, vessel unable to land freight and mail; work performed by station crew.
Jan. 31.....	311.....	Do.....	Do.....	Do.....	Do.....	Do.....	Sent call for tug to tow vessel in over bar.
Feb. 1.....	50.....	Do.....	2 miles W.....	Lassie, m. b.....	Do.....	Do.....	Put woman on board vessel on her way to obtain medical treatment.
Do.....	209.....	Do.....	Do.....	Do.....	Do.....	Do.....	Stranded; landed passengers to enable them to telephone for automobile to take them away.
Feb. 2.....	7.....	Do.....	Do.....	Do.....	Do.....	Do.....	Carried keeper of Franklin Island light to Fort Clyde and back to obtain provisions.
Do.....	23.....	Do.....	1 mile N.....	Sawyer, str.....	34.....	6.....	Stove in by ice; beached to prevent sinking; loaned material for making repairs, and treated injured member of crew.
Do.....	139.....	Do.....	2 miles E, by N.....	Grand Turk, sch.....	Do.....	Do.....	Set ashore by ice; floated by pilot boat; relieved schooner's crew at pumps.
Do.....	234.....	Do.....	1 mile SE.....	Do.....	Do.....	Do.....	Drifting out into lake; hauled ashore over ice.
Do.....	310.....	Do.....	Do.....	Do.....	Do.....	Do.....	Sent call for tug to tow vessel in over Columbia River Bar.
Feb. 3.....	202.....	Do.....	1 mile N.....	Do.....	Do.....	Do.....	Pulled automobile out of sand.
Do.....	207.....	Do.....	1 mile N.....	Do.....	Do.....	Do.....	Do.
Feb. 4.....	217.....	Do.....	1 mile SW.....	Do.....	Do.....	Do.....	Picked up and beached drifting pontoon.
Feb. 5.....	88.....	Do.....	1½ miles SSE.....	Do.....	Do.....	Do.....	Warned away from shore by Coast signal.
Feb. 5-6.....	308.....	Do.....	1 mile S.....	Do.....	Do.....	Do.....	Log raft broke anchor chain and went to pieces; recovered logs after 3 days' work.
Feb. 5-6.....	139 and 140.....	Do.....	2½ miles NW.....	Philadelphia, str.....	300.....	15.....	Helped put coal on pilot boat, fast in ice, to enable it to get out to vessels needing pilotage.
Feb. 6.....	5.....	Do.....	Do.....	Do.....	Do.....	Do.....	Summoned doctor to attend child suffering from burns, and put child on vessel, to be taken to hospital.
Do.....	61.....	Do.....	Do.....	Do.....	Do.....	Do.....	Mail boat unable to land on account of ice; took off mail, passengers, and crew.
Do.....	Do.....	Do.....	9 miles W.....	Do.....	Do.....	Do.....	Engine disabled; sick woman on board on way to doctor; took passengers off and carried them to their destination.
Feb. 7.....	5.....	Do.....	2 miles NW, by W.....	17 motor boats.....	Do.....	Do.....	Fast in ice; freed and taken to dock.
Do.....	14.....	Do.....	1 mile SW.....	Lobster car.....	Do.....	Do.....	Endangered by ice; cleared and towed to moorings.
Feb. 8.....	14.....	Do.....	Do.....	Do.....	Do.....	Do.....	Carried half cord of wood to woman and 5 children on Appledore Island, badly in need of fuel.
Feb. 8-9.....	150.....	Do.....	2½ miles SW, by S.....	Albert H. Lewis, sch.....	567.....	7.....	Out of provisions and prevented by ice from getting ashore; landed master and part of crew and succeeded in getting provisions on board after much effort; succor afforded.
Feb. 9.....	6.....	Do.....	1½ miles S.....	Do.....	Do.....	Do.....	Caught in ice floe; hauled over ice to land; succor afforded.
Do.....	50.....	Do.....	2 miles SSW.....	Maes, str.....	2,103.....	1.....	Put pilot on board.
Do.....	259.....	Do.....	4½ miles S.....	Do.....	Do.....	Do.....	Horse and sled with mail and supplies broke through ice; saved animal and recovered mail and supplies.
Feb. 9-10.....	46 and 47.....	Do.....	1 mile S, by E.....	Ruby, str.....	2,458.....	30.....	Involved in ice in thick weather; stranded; sent for tug; vessel floated after 150 barrels of oil had been thrown overboard; stood watch on beach several nights, sending and receiving blinker messages; recovered 40 barrels of oil.
Feb. 10.....	126.....	Do.....	1 mile N.....	Do.....	Do.....	Do.....	Saved part of wharf demolished by ice.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1918.							
Feb. 11.....	307.....	1 mile E.....	....., sch.....				Residence burned to ground; kept fire from spreading.
Do.....	310.....	500 yards SE.....					Sent call for tug to tow vessel in over Columbia River Bar.
Do.....	313.....	14 miles E.....				2	Channel buoy found ashore; hauled out and notified inspector.
Feb. 12.....	89.....						Succored 2 members of Naval Reserve who had swam ashore after suffering a capsizing.
Do.....	241.....	14 miles NE.....					Recovered 3 fish houses, drifting before the wind on the ice.
Do.....	286.....						Transmitted information in regard to ice conditions to vessel desiring to make lake trip.
Feb. 13.....	14.....	4 miles NNW.....	Two row boats.....				Recovered 2 floating stages, and 2 rowboats found upon them, carried adrift by ice.
Do.....	132.....						Carried fish pound inspector on his rounds.
Feb. 14.....	24.....	2 miles E.....	....., dory.....				Lighthouse boat went adrift while being hauled out of water; picked up and returned to station.
Feb. 14-15.....	316.....	1 mile W.....					Recovered and anchored drifting buoy and later towed it to station and notified inspector.
Feb. 15.....	12.....	1 mile NNE.....	Glendower, bge.....	825	4		Dragging anchor and about to strand; carried master to Kittery Point to engage a tug.
Do.....	310.....		....., bkn.....				Sent tug to tow vessel in over Columbia River Bar.
Feb. 15-16.....	82.....	1 mile E.....	....., str.....				Found body of man in surf and helped undertaker handle it.
Feb. 16.....	70.....	1 mile S.....					Warned away from beach by Coston signal.
Do.....	145.....	14 miles NNW.....	....., m. b.....				Sunk by ice; helped remove engine.
Do.....	169.....	1 mile N.....					Automobile overturned in quicksand, 2 members of party injured; gave first aid and sent for doctor.
Do.....	310.....		....., sch.....				Sent tug to tow vessel in over Columbia River Bar.
Feb. 17.....	208.....	1 mile E, by N.....	....., str.....				Warned away from reef by Coston signal.
Do.....	269.....		....., sch.....				Extinguished fire in dwelling.
Do.....	310.....	1 mile S, by W.....	Rustler, m. b.....	39	6		Sent tug to tow vessel in over Columbia River Bar.
Do.....	313.....						Pitched on beam ends by sea, throwing cable overboard and fetching vessel up; stood by while chain was cut, setting vessel free.
Feb. 18.....	Gresham.....	Off Cape Charles.....	....., sch.....				Pulled masts out of sunken barge, leaving 6 fathoms clear above vessel.
Do.....	Androsoggin.....	Rockland, Me.....	Morris and Cliff, sch.....	950	3		Last in ice in Rockland Harbor; broken out and towed to Bar Harbor.
Feb. 19.....	do.....	Bar Harbor, Me.....	Pensaquit, str.....	409	4		Lost wheel while breaking ice; towed to Rockland, Me.
Do.....	82.....	2 miles N.....	Ice scooter.....		3		Ran into air hole in ice; pulled out.
Do.....	88.....	14 miles SW.....	....., str.....				Warned away from shore by Coston signal.
Do.....	310.....	10 miles SSW.....	President, m. b.....	50	6		Line in precller, boat helpless; cleared before station crew arrived; plotted in over bar.
Do.....	311.....						Carried mail out to Desdemona Sands light station.

Feb. 20	50	1 mile W	Mae, str.	2, 103	27	5	Succored over night 5 men from stranded vessel, prevented by gale from going on board.
Do	310		sch				Sent call for tug to tow vessel in over Columbia River Bar.
Do	311	1 mile E	Posey, m. b.		1		Dragged anchor and stranded; blocked boat up to enable owner to make repairs.
Feb. 21	310		sch				Sent call for tug to tow vessel in over Columbia River Bar.
Do	311						Carried assistant keeper of Desdemona Sands light out to his station.
Feb. 22	50	13 miles WNW	Alert, str., and 2 lgs	99	9		Piloted vessels into harbor to a dock; bad weather threatening.
Do	202	13 miles S					Extricated automobile from sand; succor given.
Feb. 23	221	Near South Jetty	Iris, str.	116	14		Went on submerged jetty in fog; hauled off with help of tug and taken to harbor.
Do	259	44 miles S					Found body of man frozen in snow while crossing ice.
Feb. 24	23	64 miles W. by S	Albion S., m. b.				Cut adrift by ice; picked up at sea by tug and turned over to station crew; supplied owner with gasoline.
Feb. 25	125	4 mile SW					Stood by to give protection to occupants of a balloon while motion pictures were being taken from it.
Do	164	1 mile SE	str				Warned away from shore by Coston signal.
Do	311		Daisy Freeman, sch.	613			Reported vessel to customs officer when she entered Columbia River.
Feb. 26	61	8 miles SE	Henry Failing, sch. bge.	1, 976			Reported sunken barge as menace to navigation.
Do	239	4 mile NW	Grammer, str.	5, 000	1		Went out through ice on tug and assisted in securing vessel, dragging her anchor.
Do	316	4 mile N	Bandon, str.	642	19		Stranded; ran line to steamer that pulled vessel off, and engaged another vessel to assist in taking her to dock.
Do	318	1 mile SSE	Tuckernuck, bge	30	1		Swamped; towed into shallow water to prevent capsizing; worked afloat at high tide and towed to wharf.
Feb. 26-27	60	3 miles SSW	Berkley, sch. bge	650	3	3	Broke away from towing vessel and stranded; total loss; saved 2 ship's boats, and cared for crew.
Feb. 27	82					1	Took charge of and turned over to the authorities an insane woman found on beach; clothing furnished.
Do	239	4 mile NW	John P. Reiss, m. b.	8, 000	15		Carried ashore to ambulance a man injured by falling into hold of vessel.
Do	316	24 miles N	Vega, m. b.	13	10		Stranded; took off passengers; vessel floated on rise of tide.
Feb. 28	39	24 miles E	Herbert, m. b.	2	2		Out of fuel; towed ashore and supply furnished.
Do	50	14 miles WNW	Sagamore, str.	322	14		Signaled for pilot wanted by vessel offshore and put him on board.
Do	148	2 miles S	sch				Warned away from shore by Coston signal.
Mar. 1	45						Recovered 31 barrels of oil that had been jettisoned from stranded steamer Ruby; loaded oil on a vessel that came for it.
Do	92						Gave first aid to man with injured knee and carried him to a doctor.
Do	202	3 miles S					Pulled automobile out of sand.
Mar. 2	235	1 mile W	rowboat				Drifting towards Niagara River; picked up.
Mar. 3	92						Worked automobile out of sand.
Do	150	14 miles S	J. W. Mathews, sch.	69	5		Took off vessel and carried to a doctor at Chincoteague a man severely injured in a gasoline winch.
Do	276	4 mile W					Horse and wagon went over levee into Ohio River; recovered and returned to transfer in charge.
Do	310		sch				Sent call for tug to tow vessel in over Columbia River bar.
Do	310		sch				Do.
Do	311		sch				Do.
Mar. 5	311		sch				Delivered mail to Desdemona Sands Light Station.
Do	325	4 mile N					Automobile fast in sand and in the surf; pulled out.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons on succored.	Remarks.
1918.							
Mar. 6.	62.	3½ miles N.	Frances Innes, Br. sch.	371	7		Stranded in fog; procured men to help unload cargo, ran lines and took soundings; vessel floated by mine sweepers.
Do.	69.	1 mile E.	—, str.				Warned away from shore by Coston signal.
Do.	208.	1 mile E.	—, str.				Do.
Do.	310.	—, str.	—, sch.				Sent call for tug to tow vessel in over Columbia River bar.
Do.	311.	—, str.	—, sch.				Do.
Mar. 7.	139.	Core Sound.	U. S. L. H. S. No. 307, m. b.		1		Engine disabled; towed to Atlantic, N. C.
Do.	235.	1½ mile S.	—, sch.				Boat stolen, leaving men marooned on breakwall; brought ashore.
Do.	286.	—, str.	—, sch.				Sent doctor to Twin River Point Light House.
Do.	310.	—, str.	—, sch.				Sent call for tug to tow vessel in over Columbia River bar.
Mar. 8.	123.	—, str.	—, sch.				Carried employee of United States engineers to location of sunken barge that had been blown up.
Do.	139.	1½ mile NE.	Portsmouth, bge.	1,159	6		Vessel leaking and listed; helped shift cargo and pump her out.
Mar. 10.	45.	24 miles SE.	Outing II, m. b.	8	2		Stranded in thick weather and broke up; saved sails and part of equipment.
Do.	88.	14 miles S.	—, str.				Warned away from shore by Coston signal.
Do.	234.	1 mile SE.	Lizzie E. Dennison, rowboat.				Adrift in fog; recovered.
Mar. 11.	204.	6 miles SE.	Lizzie E. Dennison, sch.	452	7	7	Stranded and broke up, crew coming ashore on wreckage; suitor and clothing furnished.
Do.	235.	1 mile E.	—, sch.				Took charge of body of drowned man and turned it over to local authorities.
Mar. 12.	67.	14 miles NE.	John F. Lewis, str.	157	13		Warned away from shore by Coston signal.
Do.	310.	14 miles NE.	—, str.				Sent call for tug to tow vessel in over Columbia River bar.
Mar. 13.	139.	14 miles E.	—, str.				Line in wheel; assisted diver in removing it.
Mar. 14.	67.	14 miles E.	—, str.				Warned away from beach by Coston signal.
Do.	71.	1 mile S.	—, str.				Do.
Do.	202.	1 mile S.	—, str.				Pulled automobile out of sand.
Do.	239.	500 feet E.	Col. James M. Schoolmaker, str.	8,603	2		Parted mooring in high wind; boarded vessel and put out anchors.
Do.	310.	3 miles NE.	—, sch.				Sent call for tug to tow vessel in over Columbia River bar.
Mar. 15.	34.	1 mile W.	—, rowboat.				Reported to lighthouse inspector failure of gas buoy to burn.
Do.	153.	1 mile E.	—, str.				Broke moorings and went adrift; recovered.
Do.	165.	2 miles E.	—, str.				Warned away from beach by Coston signal.
Do.	235.	200 feet N.	Eagle, m. b.		2		Adrift; picked up and hauled out.
Do.	318.	3 miles SW.	—, rowboat.				Discovered at anchor outside bar; went out and warned vessel not to cross in, but to seek shelter elsewhere.
Mar. 16.	33.	1 mile W.	Mary T. Fallon, sch.	74	13		Stranded; helped make sail and float vessel.
Do.	165.	14 miles SE.	—, str.				Warned away from shore by Coston signal.
Do.	204.	3 miles NNE.	—, str.				Do.
Mar. 17.	95.	2 miles W.	—, str.				Helped put out grass fire.
Mar. 18.	30.	14 miles E.	Skinflax, Dan. str.				Put pilot on board.
Do.	311.	—, str.	—, str.				Delivered mail to Desdemons Sands Light Station.

Mar. 19.....	285	1 mile N.....	Iona Estrella, m. b.....	12	2	6	Recovered and delivered to coroner body of drowned man.
Do.....	287	1 mile W.....	.....	.....	.....	.....	Ran boat out on station launchway and repaired leak.
Mar. 19-20.....	247	1 mile S.....	.....	.....	.....	.....	Family of 6 marooned in house by overflow of creek; supply of provisions donated them by station crew.
Mar. 20.....	223	300 yards SSE.....	.....	.....	.....	.....	Helped put out fire in cottage.
Do.....	310	.....	....., sch.....	.....	.....	.....	Bent call for tug to tow vessel in over Columbia River Bar.
Do.....	311	.....	.....	.....	.....	.....	Delivered mail on board lighthouse tender Manzanita.
Do.....	311	.....	.....	.....	.....	.....	Delivered mail to Desdemona Sands Light Station.
Mar. 21.....	14	3 miles SSW.....	Survey m. b. and tow.....	.....	3	3	Engine disabled; towed to safe place and made repairs; succor afforded and gasoline supplied.
Mar. 22.....	22	1 mile NNE.....	No. 77, m. b.....	.....	2	.....	Engine disabled; made repairs.
Do.....	23	1 mile ENE.....	Vesta, m. b.....	20	3	.....	Stranded in fog; helped remove some gear and put chains around boat preparatory to raising it.
Do.....	165	2 miles N.....	....., str.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	202	1 mile S.....	.....	.....	.....	.....	Pulled automobile out of sand on beach.
Mar. 23-24.....	22	1 miles N, by E.....	Sarah L. Davis, sch.....	180	6	.....	Water-logged and unmanageable; stranded; assisted in floating.
Mar. 24.....	23	400 yards SE.....	.....	.....	.....	.....	Put out fire in cottage.
Do.....	266	2 miles WSW.....	.....	.....	.....	.....	Team on way to Mackinac Island, broke through ice; assisted in saving load of provisions and mail.
Mar. 25.....	23	1 miles SSW.....	....., m. b.....	.....	2	.....	Lost gasoline through leak; towed to Gloucester.
Do.....	30	1 mile E.....	Jonsburg, Dan. str.....	.....	.....	.....	Put pilot on board.
Do.....	103	1 mile N.....	.....	.....	.....	.....	Cottage discovered on fire; summoned fire department.
Do.....	204	2 miles NNE.....	....., str.....	.....	.....	.....	Warned away from shoals by Coston signal.
Mar. 26.....	24	1 mile E.....	Mary C. Santos, sch.....	.....	.....	.....	Furnished transportation at request of Army officer.
Do.....	37	.....	.....	.....	.....	.....	Carried to his home by automobile master of fishing schooner, brought ashore sick.
Do.....	88	.....	.....	.....	.....	.....	Assisted man in launching his boat.
Mar. 27.....	24	1 mile NE.....	Dorothy L., m. b.....	.....	.....	.....	Helped fight grass fire.
Do.....	26	3 miles NNW.....	Vesuvius, str.....	.....	.....	.....	Stranded; assisted in floating.
Do.....	46	1 miles NNW.....	.....	.....	.....	.....	Helped put out forest fire that threatened some buildings.
Mar. 28.....	14	500 yards SW.....	.....	.....	.....	.....	Helped put out grass fire.
Mar. 29.....	256	.....	.....	.....	.....	.....	Helped transport mail and a coffin over unsafe ice to Mackinac Island.
Mar. 30.....	9	1 miles N, by W.....	.....	.....	.....	.....	Put out serious fire in dwelling.
Do.....	13	1 mile NW.....	....., rowboat.....	.....	.....	.....	Put out grass fire that endangered some cottages.
Do.....	234	1 mile NE.....	.....	.....	.....	.....	Picked up on beach and held for claimant.
Do.....	256	.....	.....	.....	.....	.....	Assisted in transporting mail over ice to Mackinac Island.
Do.....	278	1 mile ENE.....	Lorraine, m. b.....	.....	4	.....	Air tank blew up, starting leak and damaging hull; towed to shipyard.
Do.....	280	..... rowboat.....	.....	.....	.....	.....	Assisted postman in difficulty in ice with 14 bags of mail.
Do.....	318	1 mile S.....	Sequold, L. H., str.....	677	30	.....	Stranded while doing buoy work in Humboldt Bay; ran line for tug that pulled vessel clear.
Mar. 31.....	9	.....	.....	.....	.....	.....	Carried doctor to Sequin Island to attend sick wife of lighthouse employee.
Do.....	12	.....	.....	.....	.....	.....	Carried keeper of Whales Back light ashore for medical treatment.
Apr. 1.....	29	2 miles NNW.....	.....	.....	.....	.....	Rubbish fire on beach; 40 cottages in danger; fire put out.
Do.....	29	4 miles W.....	.....	.....	.....	.....	Forest set on fire by spark from locomotive; flames spread to cottages destroying a number; many buildings saved by station crew and outside parties.
Apr. 2.....	39	1 mile W.....	.....	.....	.....	.....	Put out grass fire threatening building.
Do.....	46	2 miles E.....	.....	.....	.....	.....	Put out brush fire that threatened a summer camp.
Do.....	69	1 miles E.....	Kershaw, str.....	2,599	180	.....	Stranded in fog Mar. 14; station crew in continuous attendance to this date, when vessel was floated; vessel and cargo valued at \$1,250,000.
Do.....	311	.....	.....	.....	.....	.....	Delivered mail to Desdemona Sands Light Station.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter (or station).	Place (distance and direction from sta- tion).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons suc- cor- ed.	Remarks.
1918.							
Apr. 3.....	41.....	1 mile ESE.....	Two steamers.....				Warned away from shore by Coston signal.
Do.....	139.....	5 miles E.....	.....				Brought man ashore from Overfalls light vessel to see his father, seriously ill.
Do.....	22.....	1½ miles S.....	.....				Recovered body of man drowned by falling off bridge.
Apr. 4.....	23.....	1 mile SW.....	....., houseboat.....				Parted lines and stranded; ran line from vessel that pulled houseboat adrift.
Apr. 5.....	190.....	1 mile N. by W.....	Robert and Carr, m. b.....	54	15		Dragged anchor and stranded; ran anchor so that vessel would float when tide served.
Apr. 6.....	123.....	1½ miles S.....	.....				Recovered body of woman drowned by jumping off pier; resuscitation attempted.
Apr. 8.....	30.....	1 mile SE.....	Borgual, Dan. str.....				Put pilot on board.
Do.....	247.....	3 miles E.....	....., skiff.....		2		Endangered by small while lifting nets; towed to a dock.
Apr. 9.....	311.....	.....	Sandy, dredge.....		2		Delivered mail to Desdemona Sands Light Station.
Apr. 10.....	135.....	400 yards NE.....	Resolute, str.....	294	16		Dragged anchors and stranded; ran line and planted anchor.
Do.....	139.....	1 mile W.....	Derrick No. 16.....		2		Dragged anchor in strong wind; ran lines from vessel to tugs.
Do.....	163.....	3 miles SE.....	....., str.....				Dragged and struck pier; secured to pier and later let go on beach.
Do.....	166.....	2 miles SE.....	.....				Warned away from shore by Coston signal.
Do.....	241.....	200 feet W.....	3 rowboats.....				Do.
Apr. 11.....	9.....	4½ miles N.....	.....				Washed from moorings by high sea; hauled out on beach.
Do.....	128.....	At Ocean City.....	Do.....				Man stricken while piloting British schooner Queasy; carried to his home.
Do.....	128.....	.....do.....	Do.....				Saved furniture from house, being destroyed by storm.
Do.....	128.....	.....do.....	Do.....				Do.
Do.....	135.....	.....do.....	Do.....				Do.
Do.....	311.....	2 miles E.....	Crowley No. 23, str., and 2 lgs.....	34	4		Furnished dinner to two men from aboard a dredge.
Do.....	324.....	.....	.....				Delivered mail to Desdemona Sands Light Station.
Apr. 12.....	82.....	1 mile E.....	Samuel W. Hatha- way, sch.....	1,031	9		Tug unable to handle 2 lighters in tow; drifting to sea; sent call for help and stood by until tug arrived.
Do.....	156.....	9 miles SE.....	.....				Assisted in righting automobile, overturned on boulevard, and helped remove injured persons from beneath it.
Do.....	256.....	300 yards N.....	.....				Fuller, building was being undermined by surf.
Do.....	272.....	1 mile E.....	.....				Windlass broken in storm, badly injuring mate and second mate; sent call for tug.
Do.....	300.....	1 mile NW.....	.....				Assisted in putting out fire in State building.
Do.....	303.....	1 mile SE.....	.....				Recovered body of drowned man and turned it over to authorities.
Apr. 13.....	14.....	2 miles E.....	Viking, slip.....	7	3		Helped make secure a light tower, wrecked in a storm.
Do.....	24.....	.....	Beauty of St. Joseph, m. b.....		4		Gave food to 2 fishermen; stormbound.
Do.....	30.....	1 mile WSW.....	Lake Seamore, str.....				Out of fuel; supply furnished; also put provisions on board.
Do.....	30.....	.....	.....				Put pilot on board.



Do.	46.	1 mile SE.	— dory.	2	Assisted in landing through surf.
Do.	83.	3 miles W.	Dorothy L., m. b.		Assisted in launching.
Do.	218.				Righted automobile, overturned on beach, and placed it out of reach of surf.
Do.	269.	6 miles WSW.	Margaret, m. b.	2	Out of fuel; supply banded.
Do.	317.	1 mile S.	— slip.		Extinguished fire in dwelling and saved most of household goods.
Apr. 14.	13.	1 mile NE.	A. E. Vreeland, m. b.	21	Stranded; hauled out on shore.
Do.	88.	1 1/2 miles WSW.			Adrift in channel; picked up and turned over to owner.
Do.	202.	1 mile N.			Pulled automobile out of sand.
Do.	202.	1 mile S.			Do.
Do.	202.	1 mile S.			Do.
Do.	233.	1 mile NE.	— canoe.	2	Fast in lee; worked canoe into open water with pike poles.
Do.	283.	4 miles NW.			Rescued steer that had fallen off a dock.
Apr. 16.	311.				Delivered mail to Desdemona Sands Light Station.
Apr. 17.	58 and 59.	2 1/2 miles W.	Poairine, m. b.	7	Struck rock and sunk; located and buoyed vessel; notified wreckers.
Do.	147.	1 1/2 miles S.	—, m. b.	2	Batteries dead; carried master to and from boat and helped to adjust engine.
Do.	149.	2 1/2 miles N.	—, m. b.	2	Engine disabled; run ashore and left on beach until Apr. 24, when station crew helped launch her; succor afforded.
Do.	239.	1 mile SE.			Recovered body of man from water and sent it to morgue.
Apr. 18.	311.				Carried mail out to Desdemona Sands Light Station.
Apr. 20.	271.	1 mile NW.			House on fire; saved some furniture and barn and cottages near by.
Apr. 21.	40.	2 miles SE.	Anglia, Swedish str.	26	Pulled automobile out of mud.
Do.	88 and 89.				Lost bearings and stranded; reported vessel, and sent call for tugs, which pulled her off Apr. 26.
Do.	194.	3 miles ESE.			Lighthouse dock on fire; put out.
Do.	280.	1 mile S.			Recovered body of woman suicide from water.
Apr. 22.	80.	1 1/2 miles E.	—, str.		Warned away from shore by Coston signal.
Do.	204.	2 miles NNE.	—, str.	4	Do.
Do.	236.	1 mile W.	—, m. b.		Engine disabled; towed to mooring.
Do.	239.				Recovered body of man from water.
Do.	247.	1 mile S.	—, skiff.		Floated off beach; recovered.
Apr. 23.	180.	3 miles W.	Marjorie, m. b.	16	Engine disabled; took off and landed all hands; succor afforded.
Apr. 24.	204.	3 miles NNE.	—, str.	5	Warned away from shore by Coston signal.
Do.	239.	1 mile NE.			Recovered body of man from water.
Apr. 25.	14.				Transported 2 men from Portsmouth to White Island to make repairs to machinery at lighthouse.
Do.	84.	1 mile NE.			Put out grass fire.
Do.	100.	1 mile WNW.			Recovered body of man from water.
Do.	180.	4 miles NW.	Swastika, m. b.	15	Stranded in gale; landed passengers.
Do.	247.	1 mile N.	Don, m. b.		Assisted in launching, and towed boat to dock.
Do.	310.				Sent call for tug to tow vessel in over Columbia River Bar.
Apr. 26.	149.	4 miles SW.	—, slip.	1	Ran on shoal; worked aboard with help of sails.
Do.	190.	1 mile N.	—, m. b.		Broke adrift and went ashore; made fast by lines.
Do.	252.				After extended search, found a man and notified him of the serious illness of his son.
Do.	310.				Sent call for tug to tow vessel in over Columbia River Bar.
Do.	313.	250 yards N.			Extinguished brush fire that endangered dwelling.
Apr. 27.	196.	2 miles NE.	—, str.		Warned away from Pebble Shoals by Coston signal.
Apr. 28.	82.	4 miles W.			Several buildings set ablaze by grass fire; prevented fire from reaching other buildings.
Do.	89.	2 miles W.	Alma, m. b.	3	Ran ashore to escape seas; helped boat to make landing.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1913—Continued.*

MISCELLANEOUS ASSISTANCE—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1913.							
Apr. 23....	240.....	12 miles NNE.....	—, rowboat.....		1		Adrift in lake with broken oar; picked up by steamer and brought him ashore.
Do.....	272.....	250 yards NE.....					Removed body of old man from burning house and turned it over to authorities.
Do.....	283.....	2 miles NE.....	Float, skiff.....				Adrift in lake; picked up and returned to owner.
May 1.....	247.....	$\frac{1}{2}$ mile E.....					Broke moorings in gale and stranded in 1917. Helped get adrift and to a dock.
Do.....	310.....	—, sch.....					Sent call for tug to tow vessel in over Columbia River Bar.
May 2.....	9.....						Transported funeral party by boat, and helped handle body on way to burial ground.
Do.....	91.....	3 miles E.....	Henrietta, sch.....	75	3		Stranded and broke up; sent call for scows to take off cargo, and helped strip vessel.
Do.....	281.....	4 $\frac{1}{2}$ miles S.....					Recovered body of drowned boy.
May 2-3.....	317.....						Assisted United States Engineers in survey of Coquille River and Bar.
May 3.....	324.....	$\frac{1}{2}$ mile NW.....	No. 327, m. b.....		1		Capsized in surf; occupants rescued by fishermen; boat total loss; saved engine and some equipment.
May 4.....	41.....	1 mile E.....	—, str.....				Warned away from shore by Coston signal.
Do.....	133.....						Carried officer of War Department on search for sunken wreck.
Do.....	139.....	5 miles E.....					Furnished transportation to and from Overfalls Light vessel.
Do.....	280.....						Carried child 16 miles by boat to a doctor.
Do.....	276.....	$\frac{1}{2}$ mile SW.....					Recovered 2-horse team that had gone over levee.
Do.....	318.....		Wilmington, str.....	990			Put pilot on vessel.
May 5.....	310.....						Sent call for tug to tow vessel in over Columbia River Bar.
Do.....	310.....	1 $\frac{1}{2}$ miles E.....					Protected barn from catching fire from burning dwelling.
Do.....	316.....	$\frac{1}{2}$ mile NW.....					Building set on fire by explosion of gasoline; blaze put out.
May 6.....	71.....						Carried sick child by automobile to Toms River to a doctor, and thence home.
Do.....	110.....						Extricated automobile from sand.
May 7.....	202.....						Sent call for tug to tow vessel in over Columbia River Bar.
Do.....	310.....		—, sch.....				Undermanned; compelled to anchor near rocks in gale; furnished vessel gasoline and operated engine to pump her out; vessel picked up by tug.
May 8.....	9.....	$\frac{1}{2}$ mile SE.....	Orozambo, sch.....	147	3		Pulled automobile out of sand.
Do.....	202.....	1 mile S.....					Engine disabled while on way to lighthouse with 15 workmen; took men off and landed them at lighthouse.
Do.....	280.....	$\frac{1}{2}$ mile E.....	Osceola, m. b.....		15		Took insane man off vessel and carried him to hospital at Eureka.
Do.....	318.....		Washtenaw, str.....	2,806			Cared for man who landed in a dazed condition following the loss of his son overboard from a power dory.
May 9.....	33.....	4 miles SW.....					42 houses destroyed by fire; helped save 30 houses and contents of several that were burned; unable to do more owing to lack of water.
Do.....	88, 89, and 90.....	$\frac{1}{2}$ mile W, station 89.....					

Do.....	133.....	14 miles NE.....	row boat.	1,995	11	Carried fish pound inspector on his rounds.
Do.....	276.....	1 mile SE.....	Theodore Roosevelt, str.			Adrift in lake; picked up.
May 10.....	277.....					Broke away from dock in storm; helped return vessel to dock.
Do.....	280.....	200 feet S.....	row boat.			Carried 15 workmen from municipal pier to lighthouse.
Do.....	282.....					Adrift; picked up and held for claimant.
May 10-11.....	193.....					Carried doctor on two trips from Fort Caswell to Smith Island to attend sick man.
May 11.....	50.....	1 mile E.....	str.			Assisted in towing cabin of unknown barge to Cuttyhunk Harbor.
Do.....	208.....	24 miles SW.....	Alida Hearn, sch.	28	2	Warned away from shore by Coston signal.
May 12.....	42.....	1 mile NE.....	skiff.			Stranded; helped run out anchor and chain.
Do.....	276.....	1 mile NE.....				Rigged up a gang plank from ferry dock to levee.
Do.....	323.....	4 miles ESE.....	m. b.			Lost oar, adrift; picked up and supplied with another oar.
May 13.....	310.....					Recovered gill net from surf and restored it to owner.
May 13-14.....	310.....					With Custom official on board lifeboat, overhauled liquor smugglers as they entered Columbia River and placed them under arrest.
May 14.....	23.....	44 miles NE.....	Republic, sch.	99	18	Stranded in fog; assisted in floating and getting to Gloucester Harbor.
Do.....	71.....	14 miles E.....	Never Lost, slip.			Warned away from shore by Coston signal.
May 15.....	Hartley.....	San Francisco Harbor.	Beaver, m. b.	17	5	Prevented by wind and tide from getting alongside dock; towed to moorings at Block Point Cove.
Do.....	306.....	200 yards W.....				Engine disabled; boarded boat and set engine running.
May 16.....	92.....	1 mile E.....				Helped get a loaded auto-truck out of a ditch.
Do.....	276.....	300 feet W.....				Rescued team of mules that had gone over levee into river.
Do.....	310.....	6 miles WSW.....				Recovered gill net from surf.
May 17.....	45.....	7 miles SW.....	Marquette, str.	4,956	31	Outbuildings on fire; other buildings endangered; blaze put out.
Do.....	290.....	1 mile S.....	Mary Weaver, sch.	222	4	Stranded in fog, but floated unassisted; sent off telegram to owners.
May 18.....	34.....	4 miles E.....				Leaking, and pump disabled; sent call, and towboat came and took vessel to harbor.
Do.....	130.....	2 miles SE.....	Veerhaven, sch.	2,826	38	Carried fish-pound inspector on his rounds.
Do.....	240.....	3 miles S.....				Recovered body of boy drowned by falling off raft; resuscitation attempted.
May 19.....	163.....					Stranded in fog; sent off messages and ran anchors and towing hawser; pulled aloft by vessels sent to scene by commander of naval district.
Do.....	250.....	1 mile NE.....	Horatio G. Foss, sch.	846	2	Propeller disabled; pulled out on beach; repairs made and boat launched.
May 20.....	139.....		m. b.		10	Rammed and badly damaged by steamer in fog; brought telegrams ashore from vessel and sent them off.
Do.....	231.....	4 miles SE.....	Teal, m. b.		4	Engine disabled; repairs made.
May 21.....	30.....	3 miles N.....	Lizzie M., m. b.		3	Engine disabled; occupants came ashore in rowboat; found the Lizzie M. in fog and brought her in.
Do.....	47.....	1 mile W.....				Recovered from surf a case containing 44 cans of Army emergency rations turned over to commander of naval district.
Do.....	204.....	2 miles ENE.....	str.			Warned away from shoals by Coston signal.
May 22.....	202.....	4 miles N.....				Pulled automobile out of sand.
Do.....	202.....	do.....				Do.
May 22-23.....	286.....					After long effort recovered bodies of boy and girl drowned when an automobile plunged through a draw.
May 23.....	236.....	1 mile SW.....	Willis W., str.	9	2	Engine disabled; towed to moorings.
Do.....	264.....	1 mile SW.....	John Ginzle, No. 2, pile driver.	25	4	Adrift; picked up and towed to port.
Do.....	266.....	1 mile S.....	Idler, m. b.		4	Out of fuel; towed to inner harbor.
Do.....	304.....	1 mile S.....	Chas. D. Autremont, Jr., m. b.		1	Engine disabled; towed to a dock.
Do.....	310.....	34 miles S.....	Nola, mb.	8	3	At anchor in dangerous surf; piloted into safe water.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1918.							
May 24.....	113.....	1/2 mile S.....	George A. Marr, m. b.....		1		Carried fish-pound inspector on his rounds.
Do.....	202.....	100 yards N.....					Pulled automobile out of sand.
Do.....	304.....						On fire; danger of gasoline tank exploding; chopped holes in vessel, allowing her to sink.
Do.....	313.....	1 1/2 miles SSW.....	Fremont, m. b.....	17	4		Engine disabled by boarding seas; compelled to anchor in dangerous position; stood by while engine was set running.
Do.....	315.....	5 miles SSW.....	Rose, lighthouse tender.	427			Plotted.
May 25.....	19.....						
May 25-26.....	287.....	500 feet NNW.....	—, scow.....	46	2		Bridge over Hampton River on fire; flames extinguished after hard work. Broke adrift in squall; stranded; raised anchor and towed boat to safe place.
May 26.....	53.....	1/2 mile NW.....					Patrol discovered fire in house belonging to Gov. Whitman; with help of local fire company extinguished fire after stubborn fight.
Do.....	139.....	Near Five Fathom Bank.	Edna, sch.....	375			Waterlogged and abandoned; went out aboard tug and helped get vessel in tow and on way to Philadelphia.
Do.....	276.....	1/2 mile S.....					Railroad trestle set on fire by sparks from locomotive; fire put out.
Do.....	278.....	4 miles SE.....	—, canoe.....		2		Under sail, capsized in wind; occupants rescued by outsiders; recovered canoe.
May 27.....	29.....						Treated man with badly cut hand.
Do.....	256.....	1/2 mile SSE.....	Sir William Siemens, str.	4,344	32		Stranded in fog, with barge Manila; steamer floated by own power; ran line to tug that towed her away from shore; steamer pulled barge off after part of cargo had been lightened; carried messages and furnished transportation.
Do.....	256.....	do.....	Manila, bge.....	5,039	12		Do.
Do.....	311.....						Delivered mail to Desdemona Sands Light Station.
May 28.....	45.....	3 miles N.....					Carried assistant light keeper, who had run a fishhook in his hand, on his way to a doctor.
Do.....	183.....	Diamond Shoals Lightship.	Scow and sandsucker.				Brought ashore from lightsup employee suffering from smallpox.
Do.....	298.....	5 miles SE.....	Scow and sandsucker.	5	1		Towed vessels to Muskegon, towing tug having become disabled.
Do.....	310.....		—, m. b.....				Out of fuel; picked up by private boat, and turned over to station crew off Columbia River Lightship; towed to Hammond, Oreg.
May 30.....	23.....	2 miles SSW.....	—, m. b.....				Water in gasoline stopped engine; went aboard and set engine running.
Do.....	306.....	1/2 mile W.....	—, dory.....		7		Dragged moorings; picked up and hauled out on beach.
Do.....	310.....		—, bkn.....				Sent call for tug to tow vessel in over Columbia River Bar.
Do.....	311.....						Delivered mail to Desdemona Sands Light Station.
May 31.....	24.....	1 mile WNW.....	Lanloc, m. b.....		2		Shaft disabled; towed to Lynn for repairs.
Do.....	243.....	1 mile S.....	Diamond, str.....		5		Stranded in fog; pulled astern.

Do.	290.	do.	Regulus, str.	4,805	34	Went on rocks in fog; ran lines; carried telegrams, furnished transportation, etc.; vessel floated by lighthouse steamer Sumac and a tug.
Do.	310.	2½ miles SW	sch.			Sent call for tug to tow vessel in over Columbia River Bar.
June 1.	250.		Walter L., m. b.	5	3	In danger of swamping in high wind and sea; sent call for boat to go out and relieve boat of part of her cargo.
Do.	282.	1½ miles N				Recovered body of small girl, drowned by falling off breakwater; resuscitation attempted.
Do.	304.	4 mile S	Joyette, slip.		5	Capsize in squall; picked up occupants and towed boat to safety.
Do.	310.	1 mile NW	sch.			Bealmed; sent tug to vessel.
Do.	311.	rowboat	Rufus J. Wood, bge.			Adrift; picked up and restored to owner.
Do.	317.	1½ miles N	Dispatch, str.	250	18	Master desiring to go ashore for provisions, taken off and put aboard passenger launch.
Do.	14.					Rudder and machinery disabled by striking submerged snag; stranded; ran line for tug that pulled steamer off.
June 3.	239.					Received telephone message and delivered it by boat.
Do.	266.	1 mile SW	Bryn Mawr, bge.	4,294		Recovered body of man who had drowned himself.
June 4.	113.	Off station.	Carolina, str.	3,125	11	Took sick master off vessel and called a doctor.
Do.	226.	1½ miles SW	Chicago, str.			Picked up board of 9 persons from submerged steamer and put them on board schooner Eva B. Douglas; brought ashore and sent off messages from other survivors on schooner and gave 1 man clothing.
Do.	264.	18 miles NNW		3,195	31	Recovered body of woman who had drowned herself.
Do.	318.	1 mile SW	George Loomis, str.	691	17	Cargo set on fire by explosion; 2 men burned; brought injured persons ashore and sent them to hospital.
Do.	14.	1 mile SE	Mildred, slip.		1	Got out of channel in fog and stranded; ran line for tug that pulled vessel off.
June 6.	14.	1 mile SSE	rowboat			Leaking; made repairs.
Do.	236.	1½ miles SSW	m. b.			Ashore on ledges; lamed, and held at station for owner.
Do.	266.	2 miles E.	m. b.			Recovered body of drowned man; resuscitation attempted.
Do.	266.	1 mile NW	m. b.			Left in water on beach; bailed out and hauled up away from water.
June 8.	26.		m. b.			Assisted in taking to hospital a man seriously ill from use of drugs.
Do.	43.		m. b.		1	Picked up on beach and turned over to coroner body of man drowned when his launch capsized.
Do.	97.	Spermaeet Cove.	Nancy May, house boat.		3	Forced ashore by running tee; pulled afloat and towed to safe anchorage.
Do.	29.	2 miles SSE	Str. and 3 bges.			Warned away from shore by Coston signal.
June 9.	174.	Off station.	Pinar del Rio, str.	2,504	16	16 men, part of steamer's crew, torpedoed 110 miles E. Cape Hatteras; men picked up by passing steamer and set down in their boats off station; went out and brought men ashore; gave them dry clothing, kept them over night and turned them over to authorities at Norfolk.
Do.	321.	1 mile N	City of Bangor, str.	1,661	99	Warned away from Duxbury Reef by Coston signal.
Do.	6.	5 miles E.	Dolphin, m. b.			Delivered message to vessel, warning her to return to port because of danger of submarines.
Do.	196.	1 mile NW	Martha J., m. b.		2	Stranded; floated on rise of tide.
Do.	222.	6 miles NNW	skiff.		17	Gave first aid to man with seriously cut foot and sent him on his way to doctor.
Do.	310.	4 miles SE				Recovered gill net from surf and restored it to owner.
June 11.	304.	2 miles SW				Parted line and drifted away from dredge; picked up and returned to dredge.
Do.	15.	1½ miles NE				Assisted in removing to hospital a man who had broken his leg in a fall from a motor cycle.
Do.	264.					Recovered body of man from water.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1918.							
June 12.....	14, 15, and 16.....	6½ miles W.....	Sadie J., slp.....	7	.....	2	Engine disabled; went on rocks; unable to save boat, but recovered sails and fittings; suitor and clothing given; vessel valued at \$800.
Do.....	21.....	1 mile E.....	Wenoga, m. b.....	.....	2	2	Engine disabled; took off boatmen and left their launch anchored; gave them dinner.
Do.....	22.....	1½ miles NE.....	Mary F. Sears, sch.....	112	19	.....	Stranded in fog, becoming total loss; helped save sails and rigging; vessel and cargo valued at \$15,000.
Do.....	247.....	In harbor.....	Gogebic, ywl.....	.....	.....	.....	5 men unable to row to the Gogebic on account of high wind; towed to vessel.
Do.....	280.....	150 yards ESE.....	—, skiff.....	.....	2	1	Capsized while lifting nets; 1 man drowned; picked up other man and recovered body of drowned man; these 2 were members of station crew. The drowned man's name was William L. J. Janssens.
Do.....	306.....	.....	.....	.....	.....	.....	Carried out message to Swiftsure Light. Vessel and brought mail ashore.
Do.....	310.....	2 miles NNW.....	.....	.....	.....	.....	Recovered gill net from surf and restored it to owner.
June 12-13.....	238.....	¾ mile N.....	.....	.....	.....	.....	Government pier on fire; put fire out with much difficulty and saved light-house, the fire being under it.
June 13.....	239.....	¾ mile SW.....	—, m. b.....	.....	5	.....	Out of fuel; picked up and towed to station.
Do.....	321.....	5 miles NW.....	.....	.....	.....	.....	Assisted in putting out brush fire.
June 14.....	68.....	¾ mile E.....	.....	.....	.....	.....	Took injured man off vessel and placed him in care of doctor.
Do.....	272.....	¾ mile E.....	.....	.....	.....	.....	Recovered body of man who had drowned himself.
June 15.....	14.....	6 miles NNW.....	.....	.....	.....	.....	Put out fire on wharf.
Do.....	20.....	.....	.....	.....	.....	.....	Removed fishhook from boy's finger and dressed wound.
June 16.....	190.....	18 miles SE.....	Oluf Maersk, Dan. str.....	.....	19	.....	Stranded in uncharted shoal; helped jettison some cargo; vessel pulled off by Danish steamer Aggersborg; while at this vessel warned 2 other vessels in danger of stranding.
Do.....	247.....	30 rods E.....	.....	.....	.....	.....	Automobile on fire; put out by extinguishers.
Do.....	276.....	Goose Creek.....	.....	.....	.....	.....	Recovered body of drowned girl.
Do.....	307.....	.....	.....	.....	.....	.....	Transported sick man to hospital.
June 16-17.....	Morrill, 123 and 126.....	Off Absecon Inlet.....	Bavaria, Cuban str.....	3,898	104	.....	Stranded; assisted several Government vessels to pull steamer aloft.
June 17.....	290.....	12 miles SW.....	Marion, m. b.....	13	6	.....	Machinery disabled; picked up and towed while engine was being started.
Do.....	276.....	¾ mile W.....	.....	.....	.....	.....	Recovered body of drowned boy; resuscitation attempted.
Do.....	280.....	1 mile N.....	.....	.....	.....	.....	Recovered body of woman found floating in water.
Do.....	306.....	.....	.....	.....	.....	.....	Carried doctor to Tatoosh Island radio station to attend man who had fallen from a wireless mast.
June 18.....	24.....	1 mile NNE.....	Kia, m. b.....	.....	2	.....	Out of gasoline; picked up and towed to landing.
Do.....	209.....	300 yards NNE.....	—, m. b.....	.....	1	.....	Alack and engine disabled; towed to station and made repairs.
Do.....	240.....	10 miles NW.....	Commodore, ywl.....	.....	.....	.....	Sprung leak and foundered; crew rescued by passing steamer; picked up boat.
Do.....	311.....	.....	.....	.....	.....	.....	Delivered mail to Deedemons Sands Light Station.

Do.....	314.....						Carried to hospital at Florence, Oreg., a baby that had swallowed a screw; screw removed from throat.
June 19.....	9.....	1/4 mile SW.....					Two cottages set on fire from woods; fire brought under control after stubborn fight; assisted by soldiers.
Do.....	20.....	1/4 mile N.....					Broke adrift and stranded; hauled out above high water.
Do.....	304.....	Missaba, m. b.....				1	Rudder disabled; picked up and taken to shipyard.
June 20.....	14.....	1 mile S.....		7		1	Carried man out to White Island Light Station to repair light.
Do.....	187.....	Comet, m. b.....					Batteries dead; landed master to obtain new batteries and put him back on board.
Do.....	255.....	Lillian, m. b.....				11	Engine disabled; found boat at dock and towed it to Cheboygan for repairs.
Do.....	310.....						Carried man by boat to Hammond to his dying daughter.
June 21.....	11.....	3 miles SE.....				2	Engine disabled; ran line for boat that took launch in tow.
Do.....	15.....	1/4 mile SW.....					Drifted ashore; removed from water to place of safety.
Do.....	79.....	2 miles NW.....				4	Occupants unable to handle boat in wind; picked up and towed to station.
Do.....	208.....	1/4 mile N.....					Gauge on fire, totally destroyed; prevented fire from spreading to woods.
Do.....	261.....	2 miles W.....					Adrift; picked up.
Do.....	306.....	Tom Boy, m. b.....					Boat had failed to return in season; went out and found it, but in no need of help.
Do.....	324.....	1/4 mile NW.....				1	Engine disabled; stranded; hauled out on beach; boat total loss, but engine saved by owner.
June 22.....	247.....	1 mile S.....					Filled in rough sea and capsized; towed to station and righted.
Do.....	278.....	2 miles N.....					Took a badly decomposed body from water and turned it over to police.
Do.....	311.....						Delivered mail to Desdemona Sands Light Station.
June 23.....	20.....	Two motor boats.....					Warned by code signal of danger of attempting to cross out over bar of Merrimac River.
Do.....	20.....	1/4 mile NNE.....					Boat lost from launch; picked up and restored to owner.
Do.....	88.....	1/4 mile SW.....				2	Engine disabled; went aboard and set engine running.
Do.....	88.....	1/4 mile SW.....				2	Piloted in over Jones Inlet Bar.
Do.....	239.....	500 feet S.....					Parted mooring in fresh wind; picked up and towed to safety.
June 24.....	28.....	2 1/2 miles SSE.....				4	Capsized in high surf; waded in and assisted men ashore and helped recover oar and fittings that had been dumped out.
Do.....	202.....	1/4 mile N.....					Broken-down automobile towed to Ormond, Fla., by 2 surfmen, using their own automobiles.
Do.....	311.....						Delivered mail to Desdemona Sands Light Station.
June 24-26.....	247.....						Took off passing vessel demented wireless operator who had attempted suicide by cutting his throat; took man to a hotel, where a doctor sewed up his wounds; he dived through a second-story window of the hotel, without serious injury; later he was put in jail for safety, but there he hung himself. Station keeper looked after him until he was taken to jail. He had become demented through fear of arrest as a German spy, owing to the fact that he had taken photographs contrary to law.
June 27.....	Bea.....	Bering Sea.....		3,502		488	Fast in ice field; assisted vessel in getting free and on her way.
Do.....	do.....	do.....		410		16	Unable to reach port on account of ice; took radio messages to be sent off at Nome; also carried vessel's freight to Nome.
Do.....	6.....	3 miles ESE.....					Carried doctor to attend keeper of Two Bush Island Light.
Do.....	24.....	1/4 mile N.....					Put out grass fire.
Do.....	190.....	2 miles NW.....		327		13	Engine disabled; towed to safety.
Do.....	225.....	2 miles N.....				1	Engine disabled; towed to safety.
Do.....	310.....						Sent call for tug to tow vessel in over Columbia River bar.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1918—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1918.							
June 27.....	310.....	4 miles NW.....	....., sch.....				Recovered gill net from water and restored it to owner.
Do.....	310.....	6 miles S.....	....., sch.....				Sent call for tug to tow vessel in over Columbia River bar.
June 28.....	209.....	1 mile W.....	....., sch.....				Fire in dwelling discovered by patrol; aroused occupants and put fire out.
Do.....	280.....	4 miles WNW.....	....., sch.....				Carried 13 workmen to outer breakwater.
Do.....	310.....	4 miles WNW.....	....., sch.....				Recovered gill net from surf and restored it to owner.
Do.....	311.....	24 miles S station 169.	Inca, str.....	1,414	27	4	Delivered mail to Desdemona Sands Light Station.
June 29.....	Gresham, 169 and 170.	7 miles NE.....	Anita, slbt.....				Stranded in thick weather; set up breeches buoy and landed several of crew and officers; Gresham and wreckers appeared next day but were prevented by high seas from affording assistance; supplies sent on board by cutter.
Do.....	81.....	1 1/2 miles E. station 140.	Westwind, str.....	10,500	58		Stolen and set adrift; badly damaged and sunk; taken ashore and restored to owner.
Do.....	139 and 140.....	8 miles SE. station 186.	A. J. West, sch.....	543	10		Stranded in fog; ran hawser from pilot boat to steamer; pulled adrift by pilot boat after 15 minutes' effort; vessel and cargo valued at \$3,000,000.
Do.....	185 and 186.....	15 miles S.....	....., sch.....				Badly leak; anchored to repair engine and sails; supplied 5 gallons of gasoline to run pumps and sent call for assistance.
June 30.....	237.....	1 mile E.....	....., sch.....				Recovered body of drowned boy after extended search.
June 30.....	92.....	.....	....., sch.....				Helped get automobile back into highway.
Grand total.....				5,722	287		



*Summary of derelict operations, fiscal year 1918.*

Date.	Cutter.	Name or description of derelict or obstruction.	Where found.	Time under way.	Disposition of derelict or obstruction.	Remarks.
1917. Oct. 18.....	Tallapoosa.....	Wreckage of schooner.....	Off Sand Key, Fla.....	Hours.....	Blown up.....	Blew up portion of derelict schooner found in track of navigation.
1918. May 27.....	Gresham.....	Heels of 2 lower masts.....	North from Winter Quarter Shoal Light Vessel.	3.30	.....do.....	Placed mines and blew up 2 masts projecting 10 feet out of water in track of navigation.
May 29.....	.....do.....	Hattie Dunn, tern.....	South from Winter Quarter Shoal Light Vessel.	48.00	.....do.....	Bombed and sunk by German submarine; placed mines and blew up vessel; parts of wreckage towed to Norfolk.
June 9.....	.....do.....	New wooden sch.....	Parramore Banks.....	9.20	Towed into shallow water.	Found on Parramore Banks, capsized, new wooden schooner, victim of German submarine; towed into shallow water.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
July 26...	304.....	800 feet NE.....							1		Rescued 1 of 2 girl bathers; recovered body of 1 drowned; resuscitation attempted.
July 27	Search.....	Little Rapids.....	Phillis, canoe.....					2	2		Capsize; picked up occupants and recovered canoe.
Do.....	23.....	1½ miles ENE.....	Aree, slp.....			\$150					Went adrift and stranded; floated and returned to mooring.
Do.....	92.....	3 miles E.....	Tarpon, m. b.....	5		1,800		5			Engine disabled at sea; picked up and taken into Rockaway Inlet.
Do.....	155.....	4 miles ESE.....	—, m. b.....		Nets and fish.	4,000	\$1,000	19			Engine disabled at sea in fresh wind; towed into harbor.
Do.....	234.....								1		Rescued from Niagara River man taken with cramps; resuscitation effected.
Do.....	258.....	2½ miles W.....	Lotowona, m. b.....	25		6,000		5			Stranded; pulled clear and sent on way under own power.
Do.....	266.....	7 miles NW.....	Irene R., m. b.....	9	Nets and fish.	350	50	2			Batteries dead out in lake; picked up and towed into a dock.
Do.....	270.....	At station.....							1		Keeper swam out and brought ashore exhausted woman bather.
Do.....	322.....	½ mile S.....	—, slp.....			200					Drifting toward cliffs; returned to anchorage.
July 28...	14.....	3 miles S.....	Iowna, m. b.....			500		4			Batteries dead, and out of fuel; towed to station.
Do.....	26.....	1½ miles NE.....	Skeabe, slp.....			300		12			Engine disabled; stranded; floated and towed to Quincey.
Do.....	60.....	2 miles S.....	Annie L., m. s.....	20	Fish barrels.	4,000	100	2			Stranded in dangerous place; floated with assistance of patrol boats, and taken to wharf.
Do.....	235.....	2 miles N.....	Rambler, yt.....			2,700		4			Drifted ashore; pulled off and returned to mooring.
Do.....	279.....	1½ miles SE.....	Dickey, m. b.....			300		6			Engine disabled; dragging and seas breaking over; keeping occupants bailing; towed into Jackson Park Harbor.
Do.....	279.....	½ mile NE.....	Merilee, m. b.....			500		3	3		Engine disabled; went on breakwater; pulled off and towed to safe water.
Do.....	280.....	2 miles S.....	Love, slp.....			200		4			Unmanageable in wind; towed to yacht harbor.

Do.....	280.....	1 mile NE.....	.....	.....	.....	.....	.....	.....	3.....	Rescued 3 fishermen, marooned on breakwater in squall.
Do.....	307.....	3 miles NNW.....	House boat.....	.....	.....	.....	250.....	.....	.....	Drifting toward bar on ebb tide; towed to safe anchorage.
Do.....	311.....	Near station.....	.....	.....	.....	.....	.....	.....	1.....	Rescued exhausted swimmer.
July 30.....	28.....	1½ miles NW.....	Dixie, m. b.....	.....	.....	.....	300.....	3.....	1.....	Engine disabled; as service crew neared boatman he was seen to fall overboard; Surfman Peacock plunged in with a line about his waist and rescued man; picked up boat and turned it over to another launch.
Do.....	28.....	5 miles E.....	—, m. b.....	.....	.....	.....	100.....	3.....	.....	Engine disabled; towed into North River.
Do.....	187 and 188.....	10 miles SW.....	Luna, sch.....	207.....	Lumber.....	.....	.....	5.....	5.....	Stranded; took crew off with breeches buoy; vessel and cargo, valued at \$50,000, lost.
Do.....	233.....	3 miles NW.....	Florence, m. b.....	.....	.....	.....	500.....	6.....	.....	Engine disabled; towed to harbor.
Do.....	279.....	1 mile SE.....	Red Wing, m. b.....	.....	.....	.....	400.....	2.....	.....	Engine disabled; towed to Jackson Park Harbor.
Do.....	280.....	1½ miles NE.....	.....	.....	.....	.....	.....	.....	1.....	Fisherman marooned on breakwater in high sea, brought ashore.
Do.....	280.....	3 miles N.....	Howard F., str.....	32.....	.....	.....	13,000.....	8.....	8.....	Broken shaft; in danger of pounding to pieces against sea wall; towed to Municipal Pier.
Do.....	282.....	400 yards E.....	.....	.....	.....	.....	.....	.....	1.....	Rescued girl swimmer.
Do.....	282.....	900 yards E.....	.....	.....	.....	.....	2,000.....	1.....	1.....	Rescued boy swimmer.
Do.....	308.....	5 miles NNE.....	Esther, m. b.....	.....	.....	.....	.....	.....	.....	Engine disabled; towed to an anchorage of fuel, adrift in ocean; picked up and towed to Ilwaco.
Do.....	310.....	10 miles S.....	Cleahs, m. b.....	10.....	.....	.....	2,200.....	1.....	.....	Engine disabled; went on rocks; floated and towed to a dock.
July 30.....	57.....	1½ miles N.....	—, m. b.....	.....	.....	.....	300.....	3.....	.....	Stranded; floated and piloted to Freeport.
Do.....	88.....	¼ mile SW.....	Iona, m. b.....	.....	.....	.....	700.....	5.....	.....	Engine disabled; towed to a dock.
Do.....	235.....	3 miles S.....	—, m. b.....	.....	Foodstuffs.....	.....	2,000.....	300.....	1.....	Engine disabled; towed to mooring.
Do.....	236.....	¼ mile WSW.....	Idaho, m. b.....	.....	.....	.....	150.....	.....	.....	Engine disabled; towed to mooring.
Do.....	280.....	3 miles E.....	Nikrao, sch.....	.....	.....	.....	10,000.....	5.....	5.....	Unable to handle vessel in high wind and rough sea; occupants seasick; towed into harbor with great difficulty.
July 31.....	14.....	5 miles NNW.....	Fannie, rowboat.....	.....	.....	.....	15.....	.....	2.....	Unable to stem tide; towed to Portsmouth.
Do.....	24.....	2 miles W.....	Tautog, m. b.....	.....	.....	.....	150.....	.....	3.....	Engine disabled; picked up and towed to mooring.
Do.....	123.....	¼ mile N.....	Elmer, m. b.....	.....	.....	.....	800.....	.....	2.....	Engine disabled; stranded; floated and towed to harbor.
Do.....	280.....	7 miles N.....	Marion, m. b.....	.....	.....	.....	1,000.....	.....	4.....	Engine disabled; towed to Belmont Harbor.
Do.....	304.....	100 yards SW.....	—, shell.....	.....	.....	.....	100.....	.....	1.....	Capsized; rescued occupant and recovered shell.
Do.....	305.....	¾ mile W.....	Flyer, m. b.....	14.....	Furs and whalebone.....	.....	5,000.....	8,800.....	6.....	Stranded in high wind and surf; floated and hove to place of safety.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
July 31.	306.	3 miles WNW	Elsie Allen, m. s.	9		\$2,500		3			Engine disabled; towed to safe anchorage.
Aug. 1.	9.	1½ miles SSE.	B. B. W., str.	41	Fish and oil.	10,000	\$500	3			Engine disabled; towed to Boothbay Harbor.
Do.	220.	22 miles NW.	Nalda, m. b.			1,000		4			Engine disabled; towed to Port Lavaca.
Do.	310.	5 miles S.	—, m. b.	5		1,400		1			Batteries dead; towed to safe anchorage.
Aug. 2.	Arctia.	Point Wilson.	Mabel Stewart, m. s.	1,274	Wheat and hardwood.	250,000	100,000	17			Sea ashore by tidal current; pulled southeast at high water.
Do.	82.	2 miles NE.	Thrust, sibt.			450		2	2		In danger of capsizing in gale; picked up and towed to safe mooring.
Do.	137.	1 mile W.	Roamer, m. b.			1,200		4			Out of fuel; towed to harbor.
Do.	232.	8 miles SW.	Wanda, m. b.			200		1			Propeller disabled; picked up and towed to station.
Do.	267.	4 miles NNW	Sea Wasp, m. b.			500		2			Out of fuel in lake; towed to dock at Pentwater.
Do.	280.	1½ miles S.	Bess Clair II, m. b.			2,500		2	2		Broken propeller shaft; in danger of being smashed against sea wall; picked up and taken to safe mooring.
Do.	304.	2 miles SE.	Scud, slip.			125		12			Carrying too much sail; dismasted; towed to boat club landing.
Aug. 3.	23.	do.	Catharine, m. b.			400		3			Propeller damaged; towed to Rockport.
Do.	77.	1½ miles NE.	Daisy, cat.			300		4			Capsized; boatmen picked up by outsiders; recovered boat.
Do.	125.	2½ miles SE.	Little Beach, m. b.			250		2			Lost propeller; picked up and towed to a wharf.
Do.	296.	½ mile N.	—, m. b.			500		2			Engine disabled while at nets; towed into harbor.
Do.	305.	½ mile W.	Belinda, m. s.	18	Merchandise.	3,000	250	6			Stranded; hove afloat by line and keedge anchor.
Do.			Mabel F., m. b.			2,000		4	4		Engine disabled; heaving and about to sink; picked up and towed to Sandy Hook Light.
Aug. 4.	Calmet.	New York Harbor.									Parted line and stranded; floated and towed to station.
Do.	16.	2½ miles SW.	Elleen, m. b.			250		2			Out of fuel in lake; towed to a dock in Erie Canal.
Do.	235.	½ mile W.	George Ju, m. b.			200		2			

Do.....	282.....	1/4 mile E.....	—, skiff.....	.....	25.....	.....	2.....	2.....	Lost an oar while entering harbor in squall; 1 boy jumped overboard to recover oar and was unable to swim back to boat; picked boy up and towed boat to safety.
Do.....	305.....	3/4 mile W.....	Defiance, m. b.....	7.....	4,000.....	.....	3.....	3.....	Wire in propeller stranded; cleared wheel and floated boat.
Aug 5.....	304.....	1/4 mile SE.....	—, canoe.....	.....	35.....	.....	3.....	3.....	Capsized; picked up occupants and recovered boat.
Do.....	305.....	1/4 mile SW.....	Rupert, m. b.....	5.....	2,600.....	.....	.....	.....	In surf; removed to safer water outside, and later piloted to sheltered water.
Aug 6.....	234.....	Niagara Falls.....	—, scow.....	.....	.....	.....	2.....	2.....	Towline parted and scow drifted to brink of Falls, 1,400 feet from shore. Rigged breeches buoy apparatus between scow and top of building on shore and rescued the 2 endangered boatmen.
Do.....	235.....	1 mile N.....	Dot, m. b.....	.....	300.....	.....	7.....	.....	Out of fuel; drifting on reef; towed to safety.
Do.....	241.....	1 mile NNE.....	Norman W, m. b.....	.....	600.....	.....	1.....	.....	Out of fuel; towed to station.
Do.....	246.....	1/4 mile E.....	—, m. b.....	.....	150.....	.....	2.....	.....	Engine disabled; towed into Black River.
Do.....	282.....	do.....	.....	.....	.....	.....	1.....	1.....	Assisted exhausted swimmer to make landing at pier.
Do.....	310.....	5 miles SW.....	Sancigot, m. b.....	28.....	13,000.....	.....	8.....	.....	Seine in propeller; towed to safe anchorage.
Do.....	311.....	7 1/2 miles WNW.....	—, m. b.....	.....	750.....	.....	1.....	.....	Engine disabled; towed to station and made repairs.
Aug 7.....	88.....	1/4 mile SW.....	Chum, m. b.....	.....	550.....	.....	4.....	.....	Propeller disabled; towed to safe anchorage and conveyed party to free port.
Do.....	133.....	1/4 mile E.....	Sunbeam, rowboat.....	.....	25.....	.....	2.....	2.....	Drifting to sea with 1 oar; boat half full of water; picked up and taken to station.
Do.....	247.....	1 mile E.....	Don, m. b.....	.....	1,600.....	.....	3.....	.....	Engine disabled; towed to a dock.
Do.....	273.....	10 miles N.....	Wanderer, m. b.....	.....	300.....	.....	2.....	.....	Do.
Do.....	278.....	1/4 mile NE.....	North Harbor, str.....	73.....	20,000.....	.....	4.....	1.....	Collided with another vessel and sunk; picked up master; 1 man rescued by outsiders, 2 drowned.
Do.....	286.....	300 feet from station.....	Susie A., m. b.....	.....	150.....	.....	.....	1.....	Rescued girl bather.
Aug 8.....	9.....	1/4 mile SE.....	—, m. b.....	.....	150.....	.....	9.....	9.....	Engine disabled; being swept to sea; picked up and towed to station.
Do.....	187.....	1/4 mile N.....	—, m. b.....	.....	.....	.....	1.....	.....	Broken rudder; made repairs and towed boat to harbor.
Do.....	279.....	2 1/2 miles N.....	Larry F., m. b.....	.....	2,500.....	.....	5.....	.....	Stranded in strong wind and sea; floated and towed to Jackson Park Harbor.
Do.....	306.....	7 miles W.....	Icarion, m. b.....	.....	1,500.....	.....	2.....	.....	Engine trouble at sea; towed to anchorage in Neah Bay.
Aug 9.....	Scout.....	Saratoga Wash.....	Nitro, m. b.....	14.....	1,500.....	.....	1.....	.....	Engine disabled; towed to Everett, Wash.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
Aug. 9.	239.	½ mile NW.	Nitro, m. b.			\$2,000					Set dragging by squall; in danger of going on beach; returned to moorings.
Do.	252.	2½ miles WNW.	Companion, m. b.	21		15,000		10			Stranded in fog; floated after considerable work and towed to Alpena.
Aug. 10.	235.	2 miles NW.	No. 86, m. b.			600		4			Broken rudder; drifted on reef; pulled clear and towed to safe water.
Do.	258.	1 mile NW.	—, str.	12		2,300		3			Engine disabled while setting nets; towed in to a dock.
Do.	269.	½ mile SW.	Robert Johnston, str. and scow.	22		6,000		3			Wire in propeller; removed by diving.
Do.	299.	do.	—, sibt.			25		1	1		Capsized in fresh wind; rescued occupant and recovered boat.
Aug. 11.	236.	½ mile E.	Dandy A., m. b.			500		4			Engine disabled; towed to moorings.
Do.	236.	½ mile WSW.	Elk, m. b.			300		4			Do.
Do.	257.	4 miles SE.	Cachalot, m. b.	5		2,000		2			Broken crankshaft; towed to anchorage in Beaver Harbor.
Aug. 12.	264.	½ mile N. by W.	Raft.					2	2		Drifting seaward with boy and girl on board; picked up and brought ashore.
Do.	280.	3 miles S.	Raft.					3	3		Drifting out in lake with 3 small boys on board; brought boys ashore.
Do.	317.	3 miles NW.	Della, m. s.	30	Merchandise.	4,000	\$2,000	4	4		Engine disabled; drifting toward breakers in strong wind; towed to sea and repairs made.
Aug. 13.	126.	1½ miles N.	Robert H., m. b.			900		4	4		Engine disabled; in dangerous position; picked up and towed to a wharf.
Do.	238.	1 mile E.	—, canoe.			40		2	2		Capsized; picked up occupants from alongside; also recovered canoe.
Do.	281.	3 miles NE.	—, canoe.			30		4	4		Unable to paddle ashore; picked up and landed, with canoe.
Do.	297.	1 mile NE.	Perhaps, str.	10		3,000		3			Engine disabled in lake; towed to dock in harbor.
Do.	304.	100 yards NW.	—, shell.			100		1	1		Capsized while out for practice; picked man up and recovered shell.
Do.	311.	8 miles W.	Fret, m. b.			450		1	1		Engine disabled; forced to anchor in exposed position; towed to Ilwaco.
Aug. 14.	24.	1 mile SW.	Nedra, slip.			500					Drugging and in danger of colliding with other boats; towed to safe anchorage.

Do.....	24.....	1 mile SW.....	Norther, m. b.....	2,000.....	5.....	.....	Drugged anchor in high wind; towed to safe anchorage.
Do.....	24.....	$\frac{1}{2}$ mile E.....	—, dory.....	20.....	6.....	6.....	Caught in gale; drifting to sea; landed party and took boat to station for safe-keeping.
Do.....	26.....	$1\frac{1}{2}$ miles S.....	Sea Dog, slip.....	50.....	3.....	3.....	Captured in gale; picked men up from alongside; also saved boat.
Do.....	103.....	$\frac{1}{2}$ mile N.....	.....	.....	.....	1.....	Rescued wrecked boiler from drowning and resuscitated boiler.
Do.....	109.....	.....	.....	.....	.....	1.....	Rescued seven men from drowning.
Do.....	271.....	100 yards E.....	—, canoe.....	35.....	2.....	2.....	Captured; picked up occupants from alongside; also recovered boat.
Aug. 15.....	14.....	2 miles NW.....	—, rowboat.....	15.....	4.....	4.....	Our logs broken; drifting to sea.
Do.....	24.....	2 miles W.....	Emma J., m. b.....	500.....	2.....	.....	Picked up and towed to Portsmouth.
Do.....	24.....	3 miles W.....	It m. b.....	200.....	3.....	.....	Out of fuel; towed to mooring.
Do.....	305.....	$1\frac{1}{2}$ miles S.....	Amby, m. s.....	5,000.....	5.....	.....	Placed crew on board to enable them to remove their vessel to a safe place.
Aug. 16.....	14.....	4 miles NNW.....	—, m. b.....	200.....	2.....	42.....	Engine disabled; towed to Portsmouth.
Do.....	179 and 180.....	7 miles E. by S. station 179.....	Mirlo, Br., str.....	6,679.....	52.....	42.....	Vessel, a tanker, torpedoed and set on fire, burning oil covering sea far and wide. On way to vessel met ship's boat with 17 men; instructed them to heave to offshore and await return of Coast Guard men. Proceeded to scene and picked up 6 men from alongside capsized boat in midst of fire-swept area. Searched for and found another boat, overloaded with 19 men; took boat in tow and later also picked up first-mentioned boat. Anchored ship's boats outside surf and landed all hands in the darkness, assisted by crew from station 180. Hauled out ship's boats; gave medical treatment to men suffering from burns, and clothing and succor to all. Ten of crew lost before Coast Guard men appeared.
Do.....	293.....	1 mile W.....	—, stiff.....	10.....	2.....	1.....	Capsized; rescued 1 man, other 1 swam ashore.
Do.....	306.....	$\frac{1}{2}$ mile N. by W.....	Nab, m. b.....	2,000.....	2.....	.....	Engine disabled; went ashore; pulled afloat.
Aug. 17.....	21.....	1 mile S.....	—, m. b.....	100.....	3.....	.....	Engine disabled; towed into Plum Island Sound.
Do.....	31.....	$\frac{1}{2}$ mile SSE.....	—, m. b.....	3,500.....	.....	.....	Sprung leak and sunk at mooring; bailed out and temporary repairs made.
Do.....	43.....	$1\frac{1}{2}$ miles WNW.....	—, cat.....	300.....	4.....	.....	Engine disabled; towed to South Chatham.
Do.....	250.....	$1\frac{1}{2}$ miles W.....	Dandy Dancer, m. b.....	500.....	4.....	.....	Engine disabled; towed to shelter at East Tawas.

## REPORT OF THE COAST GUARD.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
Aug. 17...	269	500 yards NE.	Teal, m. b.	5		\$500		2			Pounding at dock in strong wind; towed out to safe anchorage.
Do.	269	2 miles NW.	T. C. Y. C., m. b.			500		2			Engine disabled; towed to boathouse at Bluffton.
Do.	285	$\frac{3}{4}$ mile E.	Restless, m. b.			4,500		6			Engine disabled in lake; picked up and towed into harbor.
Aug. 18...	32	$\frac{1}{4}$ mile E.	Serya, m. b.			1,000		2			Misstrayed and stranded; floated on rise of tide and towed to harbor.
Do.	Apache and 194	20 miles S. Cape Fear	Temple E. Dorr, str.	367	Coal	250,000	\$5,000	18	5		Met yawlboat of vessel coming ashore for help, steamer's boilers being disabled; towed boat to Southport, N. C., thence to station, where the 5 occupants were cared for overnight; steamer towed to port by cutter.
Do.	237	2 miles E.	Charles G., m. b.			800		3	3		Engine disabled near dangerous surf; occupants intoxicated; towed to harbor.
Do.	284	3 miles S.	Alert, slip.			125		3			Broken boom; towed into harbor at Milwaukee.
Do.	286	$\frac{1}{4}$ mile W.	Comet, slip.			1,000		4			Pounding against dock in heavy swell; towed to safe mooring.
Do.	306	$1\frac{1}{4}$ miles N.	Orlee, m. b.	7		3,000		3			Engine disabled; towed to anchorage in Neah Bay.
Do.	306	2 miles N. by E.	Minza Z., m. b.			700		2			Seaweed in propeller; towed to an anchorage.
Aug. 19...	50	$\frac{1}{4}$ mile E.	A. P. T., slip.		Fish	800	50	1			Engine disabled; towed into Cuttyhunk Harbor and anchored.
Do.	121	7 miles NW.	Ralph Robbins, m. b.			300		11			Engine disabled; towed to Atlantic City.
Do.	186	3 miles WNW.	Ruth, m. b.			400		2			Engine disabled; repairs made.
Do.	263	$\frac{1}{4}$ mile N. by W.	—, m. b.			270		2			Out of fuel; towed into harbor.
Aug. 20...	125	$\frac{1}{4}$ miles N.	Beatrice, m. b.			300		12			Engine disabled; stranded; floated and towed to safety.
Aug. 21...	43	2 miles NW.	—, m. b.		Fish	200		2	2		Engine disabled; towed to Harwichport, Mass.
Do.	88	$\frac{1}{4}$ mile E.	Marie J., m. b.			400		4			Engine disabled; towed to Freeport, N. Y.



Aug. 22...	12...	1 mile NW...	—, m. b.	—, m. b.	500	1	1	Man in boat suddenly afflicted; carried to Portsmouth for medical attention.
Do.....	87...	do.....	Frank, m. b.	Frank, m. b.	300	3	3	Propeller shaft disabled; towed to Sea-ford, N. Y.
Do.....	92...	3½ miles W.	None Such, m. b. and tow.	None Such, m. b. and tow.	500	21	3	Capsized and sank while towing 17 canoes offshore; 18 persons being drowned; rescued 2 men from along side canoe and recovered body of woman; launch lost. Total number of persons imperiled not known, and number, if any, saved by outsiders, unknown.
Do.....	264...	½ mile N.	Raft.	Raft.	25	2	2	Swam out and secured line to raft; drifting lakeward with 2 girls on it; raft was pulled ashore.
Do.....	276...	½ mile SW.	—, m. b.	Huckleberries.	150	10	1	Picked up 3 hogs that had fallen into river from steamer.
Do.....	296...	300 yards E.	—, m. b.	—, m. b.	1,000	6	6	Engine disabled; drifting lakeward; towed into harbor to dock.
Do.....	304...	—, lgt.	—, lgt.	—, lgt.	3,500	5,000	4	Blown ashore; pulled off and towed to safe place.
Aug. 23	1	2½ miles E.	Lillian, sch.	39	Sardine cans.	—	—	Stranded in fog; called leaking seams; then pumped schooner out and towed her to a dock.
Do.....	84...	400 yards SE.	—	—	—	—	1	Rescued girl bather and gave her restorative treatment.
Do.....	88 and 89	2½ miles SW.	Marsia, cat.	Marsia, cat.	—	—	4	Swamped on bar in rough sea; rescued occupants from wreckage; boat, valued at \$500, lost; recovered tender.
Do.....	223...	600 feet NE.	Duck III, cat.	Duck III, cat.	100	1	1	Carrying too much sail; capsized; rescued occupant; hailed boat out, and towed it ashore.
Do.....	267...	700 feet WNW.	—, canoe.	—, canoe.	—	—	1	Swam out and brought ashore exhausted boy bather.
Do.....	304...	½ mile SE.	—, canoe.	—, canoe.	40	3	3	Capsized; rescued occupants and saved canoe.
Aug. 24	24	2 miles ESE.	No. 44, m. b.	No. 44, m. b.	450	1	1	Engine disabled; towed to mooring.
Do.....	27	2 miles N.	Jacama, slip.	Jacama, slip.	450	—	—	Stranded on ledge; floated and taken to mooring at Collasset.
Do.....	126...	3 miles E. by S.	—, m. b.	—, m. b.	150	2	2	Fuel lost through leak; boat in breakers; towed to a wharf.
Do.....	305...	1 mile SW.	Spider, sch.	7	—	—	—	Dragging toward heavy surf; towed offshore and anchored.
Aug. 25	57	300 yards SSE.	—, canoe.	—, canoe.	—	—	2	Rushed into surf and rescued 2 bathers, carried beyond their depth by undertow.
Do.....	57	500 yards SE.	—, canoe.	—, canoe.	60	2	2	Capsized in high surf; put out in dory and rescued all hands.
Do.....	59	2 miles WSW.	Ibit, slip.	Ibit, slip.	500	4	4	Stranded in fog; hauled out to place of safety.
Do.....	174...	1 mile W.	Union, m. b.	Union, m. b.	500	—	—	Parried moorings in gale and sunk; hauled out and moored.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918. Aug. 25.....	174.....									18	Brought to station and cared for 18 women and children whose homes had been washed away in storm; also recovered some of their furniture and clothing.
Do.....	187.....	250 yards W.....	Relief, m. b.....	13		\$800		2			Fouled anchor and stranded; floated and taken to safe berth.
Do.....	216.....	3 miles SE.....	—, m. b.....			150		1			Engine disabled; towed 2 miles to mooring.
Do.....	286.....								1		Man swam out to pile offshore but was afraid to try to swim back; went out in boat and got him.
Aug. 25-26. Aug. 26.....	78..... 172 and 173.....	$\frac{1}{2}$ mile NNW..... 3 miles SSW station 172.	Tomboy, m. b. B. M. Vanduzen, m. b.	7 10		1,500 1,600		4 3			Stranded; floated after 2 days' effort. Dragged anchor and stranded; pulled aloft.
Do.....	172 and 173.....	3 miles SSW.....									Helped round up herd of steers driven from their range by storm and tide.
Do.....	184 and 185.....	$\frac{1}{2}$ miles NW.....	Cathleen, sch.....	16		1,200					Parted chain in gale, stranded and sank; raised, repaired and taken with great difficulty to Elizabeth City.
Do.....	299.....	$\frac{1}{2}$ mile SW.....	—, m. b.....			300		11			Engine disabled; towed to station.
Do.....	283.....	$\frac{1}{2}$ mile E.....							2		Two boys, fishing on breakwater, marooned by high seas; brought ashore.
Do.....	286.....								2		Two children, playing on a small float, blown away from shore; waded out and brought them to safety.
Aug. 27.....	14.....	At Portsmouth.....	—, m. b.....			500					Stranded and filled; floated and hauled up on beach.
Do.....	36.....	1 mile SE.....							1		Rescued bather from surf; resuscitative treatment given.
Do.....	43.....	$\frac{1}{2}$ miles NW.....	Wonder, m. b.....			300		2			Struck bottom and lost rudder; towed to Chatham.
Do.....	69.....								1		Pulled out of water a woman bather who had been knocked down by a sea.

Do.....	100.....	$\frac{1}{2}$ mile SSE.						1.....	Several surfmen rushed into the surf and supported a woman bather until a line was thrown them; she was then hauled out.
Do.....	236.....	1 mile NW.	Rumad, m. b.			1,400	4.....	.....	Engine disabled; stranded; pulled aloft.
Do.....	264.....	do.	—, canoe.			50	2.....	.....	Out in lake in heavy sea and unable to get back; picked up and brought in.
Do.....	283.....	$\frac{1}{2}$ mile N.	Gill, m. b.			1,500	.....	.....	Parted line and drifted ashore; floated and taken to safe mooring.
Aug. 27-28.	236.....	150 feet S.	Tempest, str.	412	Coal.		14	13 13	Strong leak, sank while running for harbor, drowning engineer; rescued 13 men struggling in water; scupper and clothing saved; vessel and cargo, value at \$23,100, total loss.
Aug. 28.	30.....	$\frac{2}{3}$ miles NE.	—, m. b.			500	3.....	.....	Engine disabled; towed in to a dock.
Do.....	78.....	$\frac{1}{2}$ mile NW.	—, m. b., and tow.	5		1,000	2.....	.....	Stranded; pulled aloft.
Do.....	88.....	$\frac{1}{2}$ miles W.	—, skiff.			2,000	8.....	.....	Engine disabled; towed to dock at Fire Island Beach.
Do.....	235.....	$\frac{3}{4}$ miles N.	Murena, m. b.			300	5.....	.....	Struck rock and broke rudder; in danger of going against bridge; towed to safe place.
Do.....	239.....	$1\frac{1}{2}$ miles NE.	Nita, m. b.			150	3.....	.....	Engine disabled; about to go on break-wall; towed to safety.
Do.....	241.....	$\frac{2}{3}$ miles NW.	Stewart, m. b.			200	3.....	.....	Out of fuel in lake; towed to Lakeside Dock.
Do.....	305.....	$\frac{3}{4}$ mile S. by W.	Flyer, m. b.	14	Furs and ivory	5,000	3.....	.....	Dragging ashore in heavy surf; put boat's crew on board to enable them to run their boat to safe place.
Do.....	310.....	$\frac{9}{10}$ miles WSW.	Frances, m. b.	8		1,850	1.....	.....	Engine disabled in ocean; towed to Ilwaco.
Aug. 28-29.	316.....	$\frac{5}{8}$ miles SW.	Spray, m. b.			11,000	4.....	.....	Lost rudder; towed to station for night and next day towed to Marshfield.
Aug. 29.	11.....	$\frac{2}{3}$ miles W.	Dot, m. b.			500	4.....	.....	Grass in propeller; stranded; ran anchors, and boat floated on rise of tide.
Do.....	235.....	$\frac{1}{2}$ mile N.	Princess, m. b.			400	2.....	.....	Engine disabled; drifted on breakwall; pulled aloft and towed to Erie Basin.
Do.....	258.....	500 yards NW.	Irene, m. b.	27		3,500	8.....	.....	Engine disabled; drifting toward surf; picked up and towed to harbor.
Do.....	297.....	$\frac{4}{5}$ miles N.	—, m. b.			150	.....	.....	Parted line and stranded; floated and towed back to dock.
Aug. 30.	9.....	1 mile SW.	Harp, m. b.			1,000	2.....	.....	Engine disabled; towed to a wharf.
Do.....	274.....	$1\frac{1}{2}$ miles NE.	Eva May, m. b.			2,000	.....	.....	Engine disabled; stranded; pulled off and towed to Michigan City.
Do.....	297.....	$\frac{7}{8}$ miles N.	Sea Foam, m. b.	10		700	2.....	.....	Lost rudder, dragging ashore; floated and towed to a dock.
Aug. 31.	43.....	$\frac{1}{2}$ mile W.	—, m. b.			400	8.....	.....	Engine disabled; towed to Chatham.
Do.....	125.....	$\frac{2}{3}$ miles N.	Cicle, m. b.			500	5.....	.....	Engine disabled in storm; picked up and towed to Longport, N. Y.
Do.....	255.....	$\frac{6}{7}$ miles SSW.	Bon Ami, m. b.			900	8.....	.....	Engine disabled; towed to Cheboygan.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
Aug. 31.	288.	2 miles SE.	Optisch, slip.			\$500		3	3		Capsized; righted and towed to dock with occupants.
Do.	281.	1½ miles SE.	—, slip.			125		4			Capsized; occupants rescued by outsiders; righted boat and towed it to safety.
Sept. 1.	24.	1½ miles W.	Louise, m. b.			200		2			Collided with fishtrap in fog; towed to a wharf.
Do.	92.	200 yards —.							1		Carried to sea by undertow; occupant suffering from cramps; picked up and brought in.
Do.	97.	200 yards N.	Noddy, m. b.			600		3			Engine disabled; towed to safety and repairs made.
Do.	233.	1½ miles NE.	Owisquat, cat.			125		1			Capsized in race; occupant rescued by outsiders; recovered boat.
Sept. 2.	12.	½ mile NNE.	Elsie, m. b.			500		2			Engine disabled; towed to destination.
Do.	23.	1½ miles SE.	—, m. b.			125		2	2		Engine disabled; compelled to anchor in dangerous place; towed to harbor.
Do.	47.	1½ miles W.	Etta E., m. b.	5	Fish.	700	\$150	2			Fish net in wheel; towed to safety and wheel cleared.
Do.	88.	4 miles W.	Bluefish, m. b.			600		5			Engine disabled; towed to safe water.
Do.	235.	1 mile N.	Us Three, m. b.			300		4			Out of gasoline; towed to a dock.
Sept. 3.	29.	300 yards SE.	—, dory.			10		3	2		Filled and sank in surf; rescued 2; other occupant reached shore unassisted; recovered boat.
Do.	89.	2 miles E.	Cygnnet, m. b.			500		1			Engine disabled; towed to a dock.
Do.	132.	½ mile S.	Gibson Girl, m. b.		Fish.	60		1	1		Engine disabled; anchored, but cable parted, leaving boat in danger; towed to safety.
Do.	239.	7½ miles SW.	Ruby Boy, m. b.			1,000		2			Stranded in squall, sprung a leak and damaged rubber; towed to safety.
Do.	276.	½ mile NW.							1		Rescued man marooned on an abutment at the Falls of the Ohio.
Sept. 4.	88.	200 yards N.							1		Rescued exhausted swimmer.
Do.	113.	1½ miles E.	—, skiff.		Fish.	300	30	3	3		Filled while crossing bar, and capsized; rescued occupants and recovered boat.
Do.	156.	10 miles S. by W.	Warren B. Potter, sch.	368				5	5		Stranded; took occupants by boat; vessel valued at \$5,000, totally lost.

Do.	235.	14 miles N.	Iona, m. b.	.....	8,000	.....	6	.....	Engine disabled; went on rocks; kedged off and towed to safety.
Do.	236.	1 mile W.	Pioneer, m. b.	.....	500	.....	2	.....	Engine disabled; towed to moorings.
Do.	231.	1 mile S.	Wa Wa, slip.	.....	200	.....	.....	.....	Parted moorings and stranded in high sea; taken to safe place.
Do.	233.	1 mile NE.	Dryad, m. b.	16	2,000	.....	.....	.....	Parted moorings; picked up and towed to safe place.
Do.	233.	1 mile NE.	Paladin, m. b.	6	900	.....	.....	.....	Draining; towed into river and moored.
Sept. 5.	23.	2 miles E.	_____, m. b.	.....	175	.....	1	.....	Shaft broken; towed to safe water.
Do.	148 and 149.	1 mile SE. station 148.	Sarah, m. b.	.....	600	.....	2	.....	Engine disabled in high surf; picked up and towed to harbor.
Do.	234.	1 mile SE.	Liberty, m. b.	.....	400	.....	2	.....	Engine disabled; drifting out into lake; towed in to a dock.
Do.	234.	1 mile SE.	_____, m. b.	.....	200	.....	1	.....	Engine disabled; occupant intoxicated; man and boat taken to Canadian shore.
Do.	237.	1 mile N.	Cheney Sons, m. b.	.....	600	.....	1	.....	Engine disabled; towed to harbor.
Do.	269.	2 miles SW.	Bucko, m. b.	.....	350	.....	2	.....	Batteries dead; towed to harbor.
Do.	269.	1 mile W.	Mary Parker, m. b.	.....	800	.....	2	.....	Engine disabled; taken in tow to station.
Do.	272.	8 miles N.	Fiesta, m. b.	.....	1,000	.....	2	2	Out of fuel in heavy sea; towed in to a dock.
Do.	322.	1 mile S.	Crab, m. b.	.....	1,100	.....	1	.....	Engine disabled; towed in to Fisherman's wharf, San Francisco.
Sept. 6.	10.	3 miles N.	Herman F. Kimball, sch.	125	.....	.....	3	3	Stranded in fog and broke up; crew rescued with breeches buoy; vessel, valued at \$5,000, total loss.
Do.	24.	1 mile SW.	Nedra, slip.	.....	500	.....	.....	.....	Fouled anchors; drifting on rocks; towed to safe water and made secure.
Do.	308.	8 miles S.	Lakawana, m. b.	.....	1,000	.....	.....	.....	Went out and brought boat into harbor, the boat that had had her in tow not having sufficient power to do so.
Sept. 7.	74.	1 mile W.	Liberty, m. b.	.....	5,000	.....	3	.....	Grounded in channel; worked clear.
Do.	146.	1 mile NW.	_____, scow.	Tomatoes.	300	560	2	.....	Vessel sank during the night; floated and half of cargo saved.
Do.	236.	3 miles NE.	_____, m. b.	5	500	.....	9	.....	Engine disabled; in dangerous locality; towed to harbor.
Sept. 8.	235.	1 mile N.	Tosca, m. b.	.....	400	.....	2	.....	Weeds in propeller; towed to station and wheel cleared.
Do.	234.	4 miles NE.	J. B. Flatherty, m. b.	.....	750	.....	2	.....	Engine disabled; towed to harbor.
Do.	299.	1 mile N.	Dorothy K., m. b.	.....	300	.....	5	.....	Engine disabled outside harbor; towed inside.
Sept. 9.	156.	1 mile SW.	Monitor, m. b.	Shells.	400	25	.....	.....	Broke away from towboat and drifted out of harbor; picked up and towed to safety.
Do.	235.	1 mile N.	Bessie, m. b.	.....	800	.....	1	.....	Broke propeller; towed to mooring.
Do.	305.	1 mile S.	Belinda, m. s.	18	3,000	.....	2	.....	Fouled anchor; dragging; made sail and ran vessel to sheltered spot.
Sept. 10.	105.	1 mile N.	_____, m. b.	.....	.....	.....	.....	1	Rescued imperiled bather who had swam out beyond bar.
Do.	238.	3 miles NW.	_____, m. b.	9	1,000	500	2	.....	Engine disabled; towed to harbor.
Do.	233.	1 mile NE.	Velroe, m. b.	Fish and nets.	1,300	.....	.....	.....	Parted mooring; taken to safe place and secured.

## REPORT OF THE COAST GUARD.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
Sept. 11.	88.	1/2 mile W.	J. H. Still, m. b.	31	Sand.	\$300	\$100	2			Mistook buoy and stranded; floated.
Do.	107.	1 mile NW	Pastime, cat.			500					Parted line and stranded in gale; pulled afloat and towed to dock.
Do.	281.	2 1/2 miles N	Foam, sch.	14		2,500		4	4	4	Stranded; took crew off and gave them sugar and clothing at station; floated and sailed schooner to Chicago.
Do.	289.	10 miles S.	Julia Coats, m. b.	9		1,000					Anchored to crib and in danger of being demolished; brought in and anchored in safe place.
Sept. 12.	256.	14 miles NNE.	Witch, m. b.			200		4			Batteries dead; stranded; floated and towed to safety.
Sept. 13.	263.	400 feet W.	Rosa Bell, sch.	115		2,500		5			Broke from towing vessel and went against pier; pulled clear and kept in tow until sail could be made.
Sept. 14.	89.	2 miles SE.	Gwondolo, m. b.			300		1			Engine disabled; towed to dock at Freeport.
Do.	289.	5 miles NE.	Derrick scow.	50		10,000		7			Bad weather threatening; towed scow to sheltered place.
Do.	279.	2 1/2 miles N.	Avis, m. b.		/	200		1			Engine disabled at sea; towed into Jackson Park Harbor.
Sept. 15.	44.	1/2 mile W.	Ida J., m. b.			400		4			Propeller fouled; pulled boat ashore, cleared obstruction, and launched her.
Do.	162.	100 yards SE.							2		Swam out with life preservers and assisted 2 endangered bathers ashore.
Do.	282.	8 miles N.	Gill, m. b.			1,000		3			Engine disabled and propeller fouled; towed to harbor and wheel cleared.
Do.	310.	3 miles SE.	Martha, m. b.	6		1,550		2			Stranded in fog; kedged afloat and gill net recovered.
Sept. 16.	14.	7 miles NNW	Pearl, m. b.			280		2			Engine disabled; towed to Portsmouth, N. H.
Do.	24.	Broad Sound.	Helen, m. b.			300		4			Engine disabled; towed to Saugus.
Do.	80.	1 mile NE.	Belly, m. b.			500		1			Engine disabled; towed to Plymouth.
Do.	82.	1/2 mile NW	Belly, m. b.			250		6			Engine disabled; towed to a dock.
Sept. 17.	306.	4 miles W.	Hattie B., M. b.	15		2,500		1			Went on beach in strong wind; secured by lines and saved from destruction.
Sept. 18.	24.	1/2 mile SE.	—, m. b.			400					Moored in exposed position; towed to safe anchorage.

Do.....	224	1 mile NW	Ford, m. b.	1	395	1	Engine disabled; towed to a dock.
Do.....	276	do.	skiff	2	40	2	Boat with 2 boys on board drifted over the Falls of the Ohio; boys rescued and boat recovered.
Do.....	280	2 miles S.	slp.	2	200	2	Adrift in strong wind; picked up and towed in to a pier.
Do.....	280 and 281	12 miles N.	m. b. and tow.	8	10,000	8	In difficulty 3 miles offshore in strong wind; towed into harbor.
Do.....	322	4 mile S.	slp.		500		Chased mooring lines and went adrift; towed back to moorings.
Sept. 19	26	1 mile SW.	canoe	2		1	Capsized; 1 canoeist rescued; other drowned; body recovered.
Do.....	83	14 miles NE.	Helyn, m. b.	7	800	7	Mistook buoy and stranded; pulled aloft.
Do.....	234	1 mile N.	m. b.	2	215	2	Engine disabled; towed to Youngstown.
Do.....	286	13 miles NE.	Willis W., str.	4	2,000	4	Broke rudder out in lake; towed in to moorings.
Sept. 20	313	2 miles W.	Spray, m. b.	5	12,000	5	Lost rudder outside in heavy sea; towed in to a dock.
Do.....	314	1 mile W.	m. b.	3	1,500	3	Parted mooring line; picked up and returned to moorings.
Sept. 20-21	286	6 miles SW	do.	1	200	1	Alack; beached to Mackinac Island, floated, towed to harbor, and hauled out.
Sept. 21	24	4 mile —	Gertrude, m. b.		350		Collided with piling; hauled clear and anchored in safe place.
Do.....	82	4 mile NNE.	slp.		350		Went adrift in strong breeze; picked up and anchored.
Do.....	83	2 miles WNW	Nelson, sch.	1	1,500	1	Missed buoy and stranded; floated and anchored.
Do.....	94	4 mile SW	Surprise, sch.	4	3,000	4	Stranded while entering harbor; floated by use of sail and sent on way.
Do.....	112	4 mile WSW	Vision, m. b.	13	2,500	13	Stranded; floated on rise of tide.
Do.....	130	1 mile S.	Squid, m. b.	7	1,500	7	Went on bar; floated.
Do.....	132	14 miles S.	m. b.	2	180	2	Engine disabled; drifting to sea on strong ebb tide; picked up and towed to safety.
Do.....	235	4 mile W	Glen L., m. b.	2	300	2	Out of fuel; adrift in path of steamers; towed into Erie Canal.
Do.....	318	4 ml. SW	skiff	2	30	2	In dangerous position near Humboldt Bay entrance while trolling for salmon; picked up and towed to safety.
Sept. 22	30	2 miles S.	m. b.	2	100	2	Engine disabled; towed to Plymouth.
Do.....	30	2 miles SW	George R. Smith, sch.	2	500	2	Fouled anchors and went adrift; towed into Duxbury Bay.
Do.....	50	4 mile E.	Skua II, ywl	4	2,000	4	Stranded; floated and anchored in Cuttyhunk Harbor.
Do.....	83	3 miles NNW	Tomboy, ywl	7	1,000	7	Stranded; hauled aloft and sent on way.
Do.....	108	14 miles W	cat.	2	1,350	2	Capsized in strong wind; rescued occupants (women) from alongside and recovered boat.
Do.....	153	14 miles NW	skiff		400		Broke moorings and went adrift; towed to station and restored to owner.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
Do.....	233.....	18 miles N. by E.....	—, cat.....	.....	Machinist's tools.	\$75	\$1,300	1	1	.....	Filling in heavy weather; took off occupant, who was suffering from exposure, and also saved boat.
Do.....	269.....	2 miles NNE.....	Tloga, m. b.....	.....	.....	2,000	.....	5	.....	.....	Ran aground; floated.
Sept. 20, 23.	175.....	1½ miles NW.....	Nina, m. b.....	.....	.....	350	.....	.....	.....	.....	Parted line in storm, went ashore; pulled afloat.
Sept. 23.....	23.....	5 miles S.....	Barbara, m. b.....	.....	.....	500	.....	1	.....	.....	Rope in propeller; towed to a wharf and wheel cleared.
Do.....	26.....	¾ mile NE.....	—, m. b.....	.....	.....	150	.....	3	.....	.....	Engine disabled; towed to safety.
Do.....	269.....	¾ mile W.....	Dorothy K., m. b.....	.....	.....	300	.....	.....	.....	.....	Parted moorings and sunk; helped float and placed in dry dock.
Sept. 24.....	119.....	1 mile N.....	Marchioness, slip.....	38	.....	5,000	.....	4	.....	.....	Stranded; hauled off into deep water.
Do.....	279.....	¾ mile E.....	Bledy, m. b.....	.....	.....	1,500	.....	2	.....	.....	Engine disabled; drifting toward rocks; towed into harbor.
Sept. 24-25.	184 and 185.....	4 miles NNE.....	Cathleen, sch.....	16	.....	1,200	.....	.....	.....	.....	Dragged anchor; stranded and sunk; pumped out; floated, and taken to Elizabeth City for repairs.
Sept. 25.....	83.....	2½ miles NE.....	Fannie F., m. b.....	.....	.....	1,000	.....	13	.....	.....	Mistook buoy and stranded; floated and anchored in deep water.
Do.....	276.....	200 feet SW.....	.....	.....	.....	.....	.....	.....	1	1	Rescued man who had fallen into river through gangway; succor given.
Sept. 26.....	50.....	3½ miles E.....	Myrtle F., slip.....	5	.....	800	.....	2	.....	.....	Stranded; floated and towed to place of safety.
Do.....	234.....	1 mile NW.....	—, m. b.....	.....	.....	330	.....	1	.....	.....	Engine disabled; towed to Youngstown.
Do.....	273.....	¾ mile E.....	Golden Girl, m. b.....	14	Grapes.....	8,000	2,000	4	.....	.....	Stranded on bar; pulled off.
Do.....	284.....	500 yards E.....	—, pile driver.....	.....	.....	4,000	.....	.....	.....	.....	Adrift in strong wind; taken to safe mooring.
Sept. 27.....	235.....	1 mile N.....	—, canoe.....	.....	.....	200	.....	3	3	.....	About to swamp; rescued occupants and saved canoe.
Do.....	263.....	3 miles E.....	—, m. b.....	.....	.....	425	.....	1	1	.....	Engine disabled; drifting seaward in rough weather; picked up and taken to safe landing.
Do.....	305.....	¾ mile W.....	Standard, m. b.....	.....	.....	2,000	.....	2	.....	.....	Stranded while running into Snake River; floated.
Sept. 28.....	24.....	¾ mile —.....	—, m. b.....	.....	.....	300	.....	.....	.....	.....	Parted mooring and stranded; hauled out on beach and turned over to owner.



Do.....	44.....	1½ miles S. by E.....	Nettie Shipman, sch.....	338	Coal.....	16,000	4,000	5	On Shovelum Shoal; floated by aid of sails and floated to safe water.
Do.....	78.....	1 mile NW.....	Harriet, m. b.....			600		1	Stranded; floated, towed to station, and anchored.
Do.....	78.....	¾ mile NE.....	Mabel Jewel, m. b.....	6		900			Went adrift and stranded; floated and anchored in deep water.
Do.....	285.....	4 miles S.....	Comet, m. b.....			125		1	Engine disabled; towed to harbor.
Do.....	304.....	1½ miles E.....	U-38, m. b.....			250		1	Engine disabled in lake; picked up and towed in.
Do.....	305.....	¾ mile W.....	Wink, slp.....		Fish.....	1,500	25	3	Stranded while entering Snake River; hauled off and assisted into river.
Sept. 29.....	217.....	1 mile E.....	M. S. Johnston, str.....	200		80,000		8	Engine disabled; towed in to a pier, where repairs could be made.
Do.....	286.....	¾ mile NW.....	Val, slp.....			100		3	Vessel missed stars and stranded; hauled off and towed to a dock.
Do.....	304.....	¾ mile SE.....	—, m. b.....			1,000		4	Out of fuel; towed to harbor.
Sept. 30.....	217.....	2 miles S.....	No. 82, m. b.....	8		4,500		2	Engine disabled; towed to a pier.
Do.....	231.....	1 mile S.....	L. H. B., house boat.....			150			Broke line and drifted into surf; passed line to vessel and towed her to safety.
Oct. 1.....	147 and 148.....	2½ miles N. station 148.....	Mystery, Br. m. s.....	112		20,000		8	Became waterlogged and stranded; floated with help of patrol boat; assisted at pumps while vessel was towed to Delaware. Breakwater; vessel's equipment to value of \$2,000 stored at station 148.
Do.....	258.....	1 mile W.....	Louise, m. b.....			150		1	Engine disabled; towed to harbor.
Do.....	280.....	¾ mile E.....	—, row boat.....			100		1	Unable to row against wind; drifted on breakwater; picked up and landed on wharves; crib, his destination.
Oct. 1-2.....	310.....	1½ miles N.....	—, m. b.....			1,150		2	Stranded in fog; hauled out, beached on car and launched in bay.
Oct. 2.....	110.....	1½ miles W.....	Lauretta, m. b.....			1,500		2	Went on sandbar; pulled aloft and sent on way.
Oct. 3.....	239.....	14 miles SW.....	Swan, m. b.....			3,000		1	Cylinder cracked while out in lake; towed into Rocky River.
Oct. 3-4.....	23.....	3 miles SW.....	Quartette, m. b.....	17		3,500		6	Engine disabled; taken from another launch that had her in tow and hauled as a skimmer at Gloucester.
Do.....	305.....	¾ mile W.....	Agullet, sch.....	17		2,000		3	Stranded on bar at mouth of Snake River; hove aloft after second attempt and anchored.
Oct. 5.....	45.....	1 mile NW.....	—, m. b.....			1,000		4	Engine disabled; towed launch and 3 dories 6 miles to Nantuxet.
Do.....	155.....	7 miles W.....	do.....		Mail.....	800		2	Spring leak and stranded; towed to Broadwater, Va., for repairs.
Do.....	239.....	¾ mile N.....	Garnet, m. b.....	6		4,500		4	Engine disabled; drifted on seawall; picked up, taken to station and repairs made.
Do.....	281.....	3 miles S.....	Peep, slp.....			175		2	Capsized by puff of wind; rescued occupants, righted boat, and made repairs.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
Oct. 6.	23.	1 mile S.	Edna, m. b.		Fish.	\$400	\$150	3			Steering gear broken; picked up and towed to safety.
Do.	30.	1 mile SE.	—, m. b.			300		1			Engine disabled; towed to North Plymouth, Mass.
Do.	258.	6 miles N.	Fountain Bros, m. b.	9		1,300		3			Engine disabled; towed to harbor.
Do.	318.	1 mile SSW.	—, m. b.			100		2	2		Overhauled; inexperienced boatmen bound out at dangerous period of tide; explained their peril, and sent them back home.
Oct. 7.	23.	1½ miles SW.	do.			500		2	2		Brought in 2 fishermen prevented by wind from returning ashore from their nets.
Do.	61.	1 mile SE.	Emma & Helen, sch.	94	General merchandise.	3,000	1,000	6			Parted cable and stranded; pulled off and taken to safe water.
Do.	123.	1 mile E.	—, skiff.			40		1	1		Unable to make headway against wind and tide; picked up and towed to harbor.
Do.	Morrill, Stas 135 and 136.	Off Cape May.	Anna May, sch.	37	Wood.	3,000	1,100	2			Mainsail carried away in gale; picked up off Cape May and towed into Cold Spring Inlet; station crews ran hawser and heeled get schooner's anchor.
Do.	191.	1 mile N.	Emma, m. b.			500		3			Engine disabled; towed to Peaufort for repairs.
Do.	224.	1 mile N.	—, m. b.			305		2			Engine disabled out in lake; towed in to a dock.
Do.	296.	8 miles W.	do.			75		4	4		Engine disabled; drifting seaward; picked up and towed to light house dock.
Oct. 1-8.	296.	do.	Gales Staples, str.	2,197	Coal.			17	11	4	Struck on reef; sent off and delivered messages for master on several days; succeeded 4 members of crew; sea rising on 24, took off 11 members of crew; vessel and cargo, valued at \$75,000, totally lost.
Oct. 8.	5.	1 mile NE.	—, m. b.		Wood.	450	10	2			Set ablaze by backfire of engine; towed to mooring.
Do.	273.	800 feet NE.	1 little Jumbo, scow.		Coal.	1,500	250	4	4		Drifting toward the Falls of the Ohio; picked up and towed to safety.

Oct. 9.....	30.....	1/2 mile S.....	—, m. b.....	—.....	200.....	1.....	1.....	Broke shaft and lost wheel; towed to moorings at Plymouth.
Do.....	30.....	2 miles SW.....	Little Jumbo, scow.....	Fish.....	200.....	2.....	2.....	Stranded; pulled into deep water.
Oct. 10.....	1.....	1/2 mile SW.....	Hobo, m. b.....	10.....	2,000.....	2.....	2.....	Stranded in fog; floated with anchor and tackle.
Do.....	28.....	1/2 mile SE.....	—, rowboat.....	—.....	70.....	2.....	2.....	In danger of capsizing while trying to land through surf; assisted ashore.
Do.....	155.....	6 miles E.....	—, m. b.....	Fish.....	2,500.....	8.....	8.....	Broke rudder in heavy sea; towed into water where repairs could be made.
Do.....	246.....	3 miles NNE.....	Chief, m. b.....	do.....	1,000.....	1.....	1.....	Engine disabled; towed to Port Huron for repairs.
Oct. 11.....	12.....	1 mile W.....	—, m. b.....	Provisions.....	500.....	1.....	1.....	Engine disabled; towed to destination.
Do.....	14.....	1 mile NW.....	Mildred, m. b.....	do.....	350.....	1.....	1.....	Engine disabled; towed to Isle of Shoals.
Do.....	29.....	300 yards NE.....	—, rowboat.....	—.....	120.....	3.....	3.....	Capsized in rough surf; rescued occupants, recovered boat and hunters' equipment; succor afforded.
Oct. 12.....	30.....	1 mile S.....	—, m. b.....	—.....	300.....	2.....	2.....	Engine disabled; towed to Plymouth.
Do.....	105.....	1 mile S.....	—, m. b.....	—.....	250.....	1.....	1.....	Filled and capsized, crossing out over bar; rescued occupant and recovered boat.
Do.....	323.....	1/2 mile NE.....	—.....	—.....	—.....	—.....	2.....	Rescued 2 exhausted swimmers from waters of San Francisco Bay.
Oct. 13.....	23.....	1 mile NE.....	Weona, m. b.....	—.....	3,000.....	2.....	2.....	Went on rocks; floated and towed to safe anchorage.
Do.....	282.....	100 feet S.....	Dragon, slp.....	—.....	150.....	—.....	—.....	Strung a leak; towed to safe place and hauled out.
Oct. 14.....	276.....	1 mile N.....	—, flat.....	—.....	15.....	1.....	1.....	Boat on brink of Falls of the Ohio; rescued occupant; also recovered boat.
Oct. 14-15.....	94.....	3 miles SSW.....	Nelson, sch.....	60.....	3,500.....	2.....	2.....	Stranded high on beach; ran anchor and floated vessel on rise of tide.
Oct. 15.....	190.....	4 miles NW.....	J. E. Woodland, m. b.....	—.....	600.....	2.....	2.....	Engine disabled; towed to safe anchorage.
Do.....	279.....	2 miles NE.....	Outer Harbor, m. b.....	—.....	3,000.....	2.....	2.....	Engine disabled; adrift in lake; towed to Jackson Park Harbor.
Do.....	284.....	9 miles S.....	Hydro, str.....	1,232.....	225,000.....	22.....	7.....	Stranded; assisted divers; rigged pumps, took soundings, etc.; sea rose in course of salvage work, endangering master and 6 sailors who had failed to seek safety ashore; all hands landed by boat.
Oct. 16.....	Hudson.....	Ambrose Channel.....	Port Philip, Br. str.....	4,060.....	—.....	55.....	6.....	Rammed by U. S. S. Proteus, sinking so quickly that part of crew had to jump overboard; others succeeded in getting away in boats; 1 man taken from water by lifeboat from Hudson and 6 others rescued by means of lines thrown from cutter's deck; cutter also took on board men who had escaped from sinking steamer in her boats; 6 men given succor.
Do.....	1.....	5 miles N.....	Reporter, sch.....	83.....	3,000.....	1.....	1.....	In dangerous position; taken to safe anchorage; vessel then stolen while master was ashore; recovered.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
Oct. 16.	74.	4½ miles W.	Quoquantuck, m. b.			\$3,000		2			Engine disabled; occupants suffering from exposure; picked up and taken to station.
Do.	139.	5 miles ENE.	—, m. b.			300		3			Engine disabled; towed to harbor.
Do.	283.	500 feet NE.	Diamond, str.	18		1,200					Struck at dock; righted and pumped out.
Do.	278.	100 yards W.	—, m. b.			200		4			Set on fire from engine; flames put out and boat towed to station dock.
Oct. 17.	282.	1 mile N.	No. 18, derrick scow.	113		4,000		3			Caught in heavy blow while alongside breakwater; worked with great difficulty and danger 800 feet along breakwater to safe place.
Do.	282.	1 mile N.	No. 23, scow.		Stone.	4,000	\$200	3			Do.
Do.	284.	1½ miles SW.	Monawk, slip.	350		200		1			Went ashore in strong wind; floated and towed to mooring.
Oct. 18.	26.	½ mile from station.	—, m. b.			2,500					Parted mooring; towed back and secured.
Do.	29.	¾ mile SW.	—, m. b.			4,300					Dragged mooring in gale and drifted toward riprap; run to place of safety.
Do.	29.	2 miles SSW.	Eva, m. b.			500					Parted mooring in gale; capsized and went against sea wall; hauled out and later restored to owner.
Do.	30.	3 miles W.	Lobster car.		Lobsters.	100	300				Went ashore in storm; pulled afloat and towed to safe anchorage.
Do.	72.	2 miles WNW.	Sappho, cat.			800					Fouled anchor and went adrift; picked up and returned to mooring.
Do.	280.	1 mile SW.	Nomad, m. b.	15		2,500					Parted chain in gale and stranded; pulled free and taken to mooring.
Oct. 19-21.	Gresham.	Off Bodie Island.	Pascagoula, str.	2,551		650,000		59	59		Engine disabled; helpless in northeast gale and rough sea; picked up as she neared Diamond Shoals and towed with great difficulty 100 miles to Lynn Haven Roads.
Oct. 19.	29.	Mouth of Green Harbor.	Pegger, m. b.			400					Parted line and stranded in gale; floated and taken to safe mooring.
Do.	155.	4 miles NE.	Frank S. Smith, m. b.		Fish.	500		4			Engine disabled in stormy weather; stranded; pulled up clear of sea; launched Nov. 2 and turned over to owner.

Oct. 20.	20.	1½ miles NNE.	Juanita, m. b.			200	2	Engine disabled in rough sea; picked up and taken to safe anchorage.
Do.	26.	1½ miles NE.	—, m. b.			1,200	6	Engine disabled in rough sea; towed to mooring at Pemberton.
Do.	30.	3 miles NW.	do.			2,000	6	Engine disabled; towed to Plymouth.
Do.	284.	11 miles S.	—, stiff.				5	Unable to row against wind; drifting into lake; picked up and brought ashore.
Oct. 21.	92.	7 miles SW.	Allegro, m. b.			300	1	Engine disabled; occupant wet and cold; took boat and man to station; succor afforded.
Do.	194.	2 miles ESE.	Geneva Moore, sch.	20	Lumber.	1,500	2	Sails blown away and engine out of order; set engine running, repaired sails, and ran boat to Southport.
Do.	263.	1 mile NE.	Hazel, m. b.	5		350	3	Stranded; ran anchor and hove boat afloat.
Oct. 22.	24.	3 miles W.	Louise B., m. b.			450	3	Engine disabled; towed to harbor.
Do.	29.	500 yards ENE.	—, rowboat.		Guns, etc.	10	2	Capsized in surf; rescued occupants and recovered boat.
Oct. 22-23.	314.	15 miles N.	Pilgrim, m. b.	12		4,000	3	Propeller shaft broken; dangerously near rocks outside bar; picked up and towed to Florence, Oreg.
Oct. 23.	29.	1 mile SE.	—, rowboat.			100	2	Capsized in surf; assisted men to land and recovered boat.
Do.	278.	1 mile E.	—, m. b.			200	1	Engine disabled; picked up and towed out to breakwater light.
Oct. 24.	1.	2 miles SSW.	Effie B., m. b.			600	1	Engine disabled; towed to anchorage in Quoddy Bay.
Do.	2.	4 miles W.	—, m. b.			500	2	Engine disabled; towed 5 miles to mooring.
Oct. 25.	23.	5½ miles E. by N.	Sunflower, m. b.	25		10,000	6	Stranded in fog; floated on rise of tide and towed to Gloucester.
Do.	23.	3½ miles W.	Manna T., m. b.			1,500	3	Engine disabled at night in dangerous place; picked up and towed to Beverly.
Oct. 26.	119.	1 mile SW.	—, m. b.			200	2	Engine disabled; picked up and towed to station; occupants cared for overnight.
Oct. 25-27.	256.	8 miles ENE.	Landho, Br. str.	1,655			22	Stranded on reef in fog; in heavy sea transferred 17 of crew to tug standing by and carried 5 to Mackinac Island; helped float vessel next day; value of vessel unknown.
Oct. 27.	30.	1 mile E.	Alice, m. b.			300	5	Engine disabled; towed to Plymouth.
Do.	307.	2½ miles NE.	—, scow.	50	Salmon.	1,200		Drifting to sea in gale; went aboard and put out anchor.
Do.	307.	do.	Bess, m. b.			850		Drifting to sea in gale; picked up and anchored in lee of dock.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918. Oct. 27-28.	305.	22½ miles E.	Arctic, m. s.	47		\$9,700		2	2	...	Lost rudder while trying to enter Port Safety, Alaska; compelled to anchor; crew without provisions or water and unable to land in boat; proceeded to vessel in storm and brought her with difficulty to Nome.
Oct. 28.	128.	½ mile S.	—, fish boat.			15		1	1	1	Capsize on bar; rescued occupant from alongside and recovered boat; succor given.
Do.	236.	3 miles SW.	Manskee, m. b.			500		2		...	Engine disabled in squall; towed to moorings.
Do.	284.	½ mile NE.	Wagabond, slip.			450				...	Parted mooring and stranded; floated and towed to safety.
Oct. 29.	276.	½ mile SW.	Little Jumbo, flat.		Coal.	1,500	\$40	3	3	...	Coal laden, adrift and in danger of going over the Falls of the Ohio; picked up and towed to safety.
Oct. 30.	107.	½ mile N. by W.	Margaret, m. b.	6		500		3		...	Propeller broken; adrift; towed to destination.
Do.	183.	3 miles E.	—, m. b.			2,000		8		...	Engine disabled; aleak; towed to shop for repairs.
Do.	174.	2 miles SW.	Ellie Belle, m. b., and tow.		Marine cable.	500	8,000	5		...	Engine disabled; picked up and towed to Mantec.
Do.	257.	16 miles S.	Alice A., m. b.			575		3		...	Parted cable and stranded; floated and taken to harbor.
Do.	290.	5 miles SW.	Bessie Louise, m. b.	10		2,500		3		...	Struck submerged crib and broke propeller; picked up and towed to harbor.
Oct. 31.	6.	1 mile WNW	Two Sister, Br. sch.	75		2,000		4	4	...	Disasted and anchored in dangerous position; taken to harbor and moored until tug could be engaged.
Nov. 2.	9.	½ mile E by S.	Bayard Hopkins, sch.	260	Coal.	35,000	3,500	7		...	Missed stays while seeking shelter and went on rocks; worked clear by use of sails and anchor, and assisted to position affording ample sea room.
Do.	276.	1 mile N.	—, flat.			20		2	2	...	Discovered going through chute of falls; took occupants off and conveyed them and their boat to safety.

Do.....	280.	1 mile E.....	Acadia, m. b.....	500	2	2	Shaft broken in choppy sea; in danger of going on breakwater; picked up and taken to safety.
Do.....	316.	$\frac{1}{2}$ mile W.....	Wallcut, bge.....	1,000 Lumber.....	6	6	Swept out of channel while being towed in over bar, and stranded in breakers; Coast Guard men, aboard tug, took 2 men off over bow and rescued 4 by heaving lines; vessel and cargo, valued at \$52,000, total loss.
Nov. 3.....	9.	$\frac{1}{2}$ miles NW.....	Iner, m. b.....	200	5	5	Filled and sunk; raised with much difficulty and bailed out.
Do.....	14.	1 mile NW.....	Echo, m. b.....	400	5	5	Engine disabled; towed to Portsmouth.
Do.....	92.	$\frac{1}{2}$ mile SSW.....	Lull's, m. b.....	1,000	12	1	Engine disabled, compelling boat to anchor in breakers on bar; took all hands off and saved boat; master spored overnight.
Nov. 4.....	14.	2 miles WNW.....	—, m. b.....	150	1	1	Matteries dead; towed to Portsmouth Yacht Club.
Do.....	12 and 14.	11 miles NE.....	Paoli, str.....	100,000	21	21	Buoy misplaced; went on ledge, losing propeller; pulled off and tug called to take care of vessel and her barges.
Do.....	276.	$\frac{1}{2}$ mile SW.....	Scout, yt.....	300			Parted mooring; drifting toward falls; towed back to landing.
Do.....	319.	300 yards WSW.....	—, m. b.....	450	2	2	Broke adrift in high sea; secured by lines.
Nov. 4-5.....	304.	$\frac{1}{2}$ mile SE.....	Ethel K., m. b.....	400	2	2	Engine disabled while lifting nets; drifted ashore; launched next day and towed to ship.
Nov. 5.....	88.	300 yards W.....	—, m. b.....	500	3	3	Lost propeller; towed to Freeport.
Do.....	236.	$\frac{1}{2}$ mile NNE.....	N-498, m. b.....	250	2	2	Stranded; hauled out and emptied of sand and water and floated.
Nov. 6.....	24.	$\frac{1}{2}$ mile SE.....	—, m. b.....	350			Foundered at mooring in gale; raised and taken to place of safety.
Do.....	280.	200 feet E.....	—, skiff.....	85	1	1	Capized in choppy sea; picked up fisherman from alongside, and saved boat and equipment.
Nov. 7.....	4.	$\frac{1}{2}$ miles SW.....	Clifton C., m. b.....	300	1	1	Shaft disabled; went on rocks; removed engine and hauled badly damaged boat out of water.
Do.....	151.	$\frac{1}{2}$ miles S.....	—, skiff.....	300	2	2	Engine disabled; towed to Chincoteague.
Do.....	280.	1 mile NE.....	—, rowboat.....	50	2	2	While returning from hunting trip, capsized in darkness off Municipal Pier; Surfman S. Nedeau, on watch, launched small boat and took both men from water; Nedeau commended by headquarters.
Do.....	304.	$\frac{1}{2}$ miles SSE.....	—, do.....	20	1	1	Drifting across harbor in high wind; picked up and towed to landing.
Nov. 8.....	7.	$\frac{1}{2}$ miles ENE.....	Gatherer, sch.....	3,000	3	3	Water logged; removed part of deck load and towed vessel to Port Clyde.
Do.....	123.	2 miles SSW.....	Croker, m. b.....	300	3	3	Shaft broken at sea; towed in to safe berth.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
Nov. 8.....	241.....	1 mile E.....	Norman W., m. b.....			\$600.....		1.....	1.....	1.....	Pilot fell asleep and boat went on rocks; worked clear and engine set running.
Nov. 9.....	29.....	400 yards SE.....	No. 4, row boat.....			65.....		2.....	2.....	2.....	Capsized in fresh wind and rough sea imprisoning occupants under boat; rushed into water and rescued men; also recovered boat.
Do.....	145 and 146.....	10 miles SE, Fenwick Light.....	Saetia, str.....	5,000.....				85.....	18.....	12.....	Vessel mined or torpedoed 10 miles East Fenwick Island Light; 3 lives lost; survivors took to the boats; boat discovered offshore from station 146; went out and brought in the 5 persons on board, 1 of whom was badly injured; went out later to search for other boats, accompanied by boat from station 145. Found two other boats, with survivors being taken off by private boats. Each of service boats assisted, station 145 taking 6 men on board and station 146, 7 men. On way to land boat from station 145 capsized, but all hands were saved. The Saetia's crew numbered 85 men, of whom 18 were rescued by service crews. Other survivors landed later in own boat, and still others were picked up at sea by passing steamers.
Nov. 10.....	26.....	1 mile NNE.....	—, m. b.....			1,800.....		5.....	.....	.....	Engine disabled; towed 3 miles to safety.
Do.....	28.....	1 mile NE.....	do.....			150.....		2.....	.....	.....	Engine disabled; towed to destination.
Do.....	322.....	3 miles ENE.....	do.....			600.....		3.....	3.....	.....	Engine disabled; drifting to sea; picked up and towed to safety.
Nov. 12.....	12.....	1 mile SW.....	do.....			300.....		1.....	.....	.....	Steering gear disabled; towed to destination.
Do.....	84.....	14 miles NE.....	do.....			450.....		3.....	.....	.....	Engine disabled; towed to Babylon, N. Y.



Do.....	185 and 186.	3 miles NE, station 186.	Cathleen, sch.....	16	General merchandise.	2,500	3,500	5	Missed channel and floated and anchored in safe water.
Do.....	234.....	1½ miles NE.....	Sunbeam, m. b.....			350		2	Engine disabled; towed to dock at Youngstown.
Do.....	296.....	1 mile NE.....	—, m. b.....			200		3	Engine disabled; towed to safe mooring in harbor.
Do.....	311.....	1½ miles E.....	do.....			650			Swamped; hauled out on beach and freed of water.
Nov. 13.....	Search.....	St. Mary's River.....	Juniata, m. b.....	5		2,000		2	Engine disabled; drifted ashore in snowstorm; released and towed to safety.
Do.....	44.....	¼ mile SW.....	—, m. b.....			800		1	Stranded and pounding heavily; stopped barks and launched boat.
Do.....	191.....	3 miles SE.....	Mollie, m. b.....		Fish.....	500	150	1	Lost rudder and shoe; went into breakers; towed out of danger.
Do.....	283.....	4 miles E.....	Helen B., m. b.....	19		2,000		4	Engine disabled; taken in tow while repairs were being made.
Nov. 14.....	23.....	1½ miles NE.....						1	Picked up intoxicated man, found lying in water on beach.
Do.....	90 and 91.....	3 miles E. station 91.	Atlantic, m. b., and bge.	45		4,000		3	Swung onto bar by barge in tow; ran anchor and floated tug; also towed barge to safety.
Do.....	286.....	4 miles S.....	Helen B., m. b.....	19		3,000		3	Engine disabled in rough weather; about to go into breakers; picked up and towed into harbor.
Nov. 15.....	190.....	4 miles NW.....	Italy, m. b.....		Merchandise.....	200	75	1	Engine disabled; towed to safety.
Do.....	234.....		Victor, Br. m. b.....			800		1	Engine disabled in lake at night; towed to dock at Niagara.
Do.....	238.....	1 mile SW.....						1	Took charge of young woman bent on drowning herself, and placed her in the hands of her friends.
Do.....	284.....	1 mile SE.....	Endeavor, m. b.....			500		4	Engine disabled; drifting toward sea wall; towed to safe anchorage.
Nov. 16.....	Tioga.....	Sparrows Point, Md.....						1	Rescued boarding officer who had fallen into the water while passing from one vessel to another.
Do.....	44.....	3 miles SSE.....	Louise M. Richard, sch.	441	Lumber.....	60,000	100,000	7	Went on Stone Horse Shoal, floated on rise of tide; made sail, raised anchor and ran vessel to safe water.
Do.....	284.....	4 miles S.....	Roamer, m. b.....			350		3	Engine disabled; went high and dry on beach; floated and towed to moorings.
Nov. 17.....	90.....	1 mile E.....	Marie Theresa, m. b.....			4,500		13	Stranded in fog; floated and assisted outside surf.
Do.....	221.....	3 miles S.....	—, skiff.....			20		2	Lost an oar and drifted to sea in rough weather; picked up and towed back to harbor.
Do.....	313.....	¼ mile SE.....	Elise, m. b.....			200		4	Unable to stem tide; in danger of going on bar; passed line from beach and towed boat into safe water.
Nov. 18.....	26.....	7 miles NE.....	—, m. b.....			150			Adrift; picked up and restored to owner.
Nov. 19.....	97.....	2 miles NNW.....	Big Dipper, m. b., and tow.			1,800		1	Engine disabled at night; picked up and towed in to a wharf.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918.											
Nov. 20.....	304.....	1 mile ENE.....	U-38, m. b.....		Fish.....	\$150	\$10	1	1		Engine disabled; towed in to a dock.
Nov. 21.....	234.....	1½ miles NE.....	Ford, m. b.....			250		1	1		Engine disabled and in dangerous position near breakers; towed to Youngstown.
Nov. 22.....	7.....	5 miles ESE.....	—, m. b.....		Fish.....	200	5	1	1	1	Engine disabled; drifting to sea; picked up and taken to Burnt Island.
Nov. 23.....	88.....	½ mile W.....	—, m. b.....			300		2			Engine disabled; stranded; pulled aloft.
Do.....	235.....	2 miles S.....	C. A. Gunn, m. b.....		Provisions.....	7,000	800	1	1		Engine disabled; ashore and in danger of swamping; floated.
Nov. 25-28.....	232.....	30 miles W.....	Zapatec, bge.....	1,400		15,000		8	8		Broke away from towing vessel in storm and anchored in exposed position; proceeded 30 miles to barge in high wind and sea, went aboard and kept her off shore until wind abated, then rowed into Big Sodus and brought back steamer that had had barge in tow; helped get barge into port. The Coast Guard men's work in this case was performed under circumstances of extreme hardship and peril.
Nov. 26.....	259.....	½ mile NE.....	Teal, m. b.....	5	Food supplies.....	500	700				Parted line in heavy sea and drifted into lake; picked up and towed back to dock.
Nov. 27.....	217.....	½ mile SW.....	Sunflower, ywl.....			500		4	4		Capsized; took occupants off bottom of boat; also saved boat.
Nov. 29.....	23.....	2 miles ESE.....	Harold B. Cousins, scd.....	379	Lumber.....			8	8	8	Became unmanageable in gale and stranded; all hands taken off by boat just before vessel went to pieces; succor and restorative treatment given; schooner and cargo valued at \$25,420.
Do.....	236.....	1 mile NNW.....	Marion, m. b.....			200		4			Stranded in gale; worked into deep water and towed to safe place and moored.
Nov. 30.....	Arcaata.....	Admiralty Bay, Wash.....	Golden Gate, m. b.....	23		9,000		3			Stranded in fog; floated and sent on way.

Do.	8.	5 miles NE.	Beetle L. Morse, sch.	60		5,000		2		Caught fire in engine room; helped put fire out, and towed vessel to Boothbay Harbor.
Do.	236.	½ mile S.	—, skiff.			135		2		Floated off beach on rise of tide; picked up and returned to owner.
Do.	304.	1 mile —	U-128, m. b.		Fish.	200	30	2		Engine disabled; towed into harbor to a dock.
Dec. 1.	2.	½ mile NW	Eva A. Raice, sch.	12	Fish.	700	300	2		In danger of dragging ashore in gale; planted extra anchor to windward.
Do.	8.	4 miles NNW	Pontoozet, slip.	10		2,500		2	2	Sails blown away; towed to dock at Boothbay.
Do.	10.	1½ miles NNE.	—, m. b.			200		1	1	Engine disabled; drifting to sea in high wind; picked up and towed to safety.
Do.	24.	Black Rock Channel	do.			300				Dragged mooring in strong wind; put out extra anchor.
Do.	50.	2½ miles E.	Paquita, cat.			300				Parted mooring in gale and stranded; floated.
Do.	60.	3 miles S.	Evelyn, m. b.	13		2,000		1		Parted mooring in gale and stranded; rigged gear and floated boat on rise of tide.
Do.	81.	1 mile E.	—, m. b.		Coal.	200		1		Stranded in gale; floated.
Dec. 1-2.	30.	3 miles SE.	Storm Petrel, sch.	174		16,000	2,000	4	4	Head-sails and jib boom carried away; took crew ashore and cared for them overnight, and on 2d towed vessel to Plymouth.
Dec. 2.	1.	2 miles ENE.	—, m. b.		Lobsters.	200	10	1		Propeller shaft disabled; towed to Libec.
Do.	11.	1 mile NW	Earle, m. b.			300				Sunk at wharf; raised and hauled out.
Do.	83.	2 miles NE.	Roamer, m. b.			600				Parted mooring chain and stranded; floated and sent on way.
Do.	260.	3 miles NNW	Fountain Bros., m. b.	9		1,600		2	2	Fuel lost through leaky pipe, leaving boat helpless in rough sea; towed to station and made repairs.
Do.	280.	2½ miles N. by E.	Volunteer, m. b.	11		3,000		1		Broke from mooring and stranded; worked aloft with much difficulty.
Dec. 3.	10.	½ mile S.	Irwin, m. b.	8	Fish.	2,500	200	4		Spark coil out of order; towed to Portland.
Do.	236.	½ mile W.	Dick, m. b.			150		1	1	Lacked power to return home in fresh wind; picked up and taken to station.
Dec. 4.	220.	7 miles NW.	Mabel, m. b.		Pickles.	1,500		2		Stranded; pulled off into deep water.
Dec. 5.	154 and 155.	7 miles S. station 154.	Alberta, sch.	77		4,000	7,000	4		Went on bar, ran anchor and floated vessel on rise of tide, and towed her into deep water.
Do.	174.	2 miles SW.	Teddie, m. b.		Ice.	200	25	3	3	Engine disabled; driven on shoal; occupants rescued and succored; boat floated on 7th.
Do.	193.	3 miles NW.	Ethel G., m. b.	9	Merchandise.	1,000	100	1		Engine disabled; towed to safety.
Dec. 6.	7.	3 miles SE.	—, m. b.			200		1		Discovered adrift and partly filled; occupant supposed to have been lost; towed to mooring.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1918. Dec. 6.....	132.....	4 mile NE.....	Armitage str.	350				9	9	9	Lost rudder and stranded; took crew off by boat; succor afforded; vessel, valued at \$15,000, totally lost.
Do.....	233.....	4 miles NW.....	Laura Grace, str.	86				11	1	1	Stranded in gale, all hands except engineer safely reaching shore in ship's boat. After 4 perilous attempts succeeded in getting alongside and taking man off; succor afforded; vessel, valued at \$60,000, total loss.
Do.....	236.....	150 feet S.....	No. 1239, skiff.....			\$50		2	2		Capsized in strong wind and rough sea while putting light on wreck; took boatmen (light keepers) off spar; also placed light and recovered skiff.
Do.....	258.....	10 miles W.....	Fountain Bros., m. b.	9		1,550		2			Out of fuel 10 miles off shore; responding to torch signal, went out and brought boat in.
Dec. 7.....	32.....	5 miles SE.....	Joel Cook, sch.....	400		25,000		6			Anchored in bad position in rough weather; helped get underway and to safe harbor.
Do.....	147.....	3½ miles N.....	Elizabeth, Louis, Pauline, m. bs.			2,500		5		5	Boats' engines disabled in gale; went on shoals; floated all 3 boats by use of rollers.
Do.....	90.....	2 miles W.....	Mattie B., m. b.		Fish.	900	\$10	2			Engine disabled; in surf; hauled out on beach.
Dec. 9.....	274.....	1 mile NW.....	—, row boat.			20		2	2		Brought ashore 2 boys who had rowed out to breakwater and were prevented by wind from returning.
Dec. 10.....	236.....	4 miles W. by S.....	Anona, m. b.	9		1,500		1			Engine disabled; stranded; ran line and floated boat and towed her to moorings.
Dec. 11-12.	238.....	11 miles NW.....	Service, m. b.	29	Peas.	5,000	5,000	4	4		Lost part of deckload in storm; sail went overboard and got in propeller; went on beach; took off crew with boat and later returned with lighter and tug and helped float vessel and save her cargo.

Dec. 12....	217.....	13 miles SW.....	Amelia P., m. b.....	.....	.....	.....	1,000.....	3.....	Engine disabled; stranded; floated and towed to Galveston.
Dec. 14....	189.....	3 miles N.....	Myrtle, m. b.....	Wood.....	.....	.....	500.....	2.....	Engine disabled and out of fuel; taken in tow while repairs were made and fuel supplied.
Dec. 15-16.	168 and 169.....	2½ miles N. station 169.	Ellin, Gr. str.....	.....	4,000.....	.....	.....	29.....	Stranded in fog; tried to use breeches buoy, but crew didn't know how to cooperate; landed all hands by boat; succored crew at station 169.
Dec. 16....	48.....	¾ mile SE.....	Sea Fox, m. b.....	.....	.....	.....	600.....	.....	Sunk at moorings; hauled out on beach, bailed out and launched.
Dec. 18....	49.....	3 miles SE.....	—, m. b.....	.....	.....	.....	150.....	.....	Sunk in strong breeze; pulled ashore with aid of os team.
Do.....	156.....	2 miles W.....	do.....	.....	.....	.....	300.....	.....	Parted line in storm; picked up and restored to owners.
Dec. 18-19.	194.....	8 miles ESE.....	Nydia, m. b.....	.....	19.....	.....	20,000.....	2.....	Lost rudder and compelled to anchor near Frying Pan Shoals in storm; picked up and towed to Southport, N. C.
Dec. 19....	49.....	3 miles SE.....	—, m. b.....	.....	.....	.....	175.....	.....	Parted moorings and stranded; pulled out on beach.
Dec. 20....	23.....	2 miles SE.....	Comorant, m. b.....	.....	.....	.....	3,000.....	3.....	Engine disabled; drifting onshore; picked up and towed to wharf at Gloucester.
Do.....	23.....	16 miles SE.....	692 C., m. b.....	Fish.....	.....	.....	1,200.....	3.....	Engine disabled; towed to wharf at Gloucester.
Dec. 21....	7.....	3 miles NNE.....	C. A. Dolliver, sch.....	.....	20.....	.....	1,200.....	4.....	Ran ashore; floated off on rise of tide, but a leak and with rudder broken; towed to Clyde, Mo.
Do.....	30.....	¾ mile WSW.....	Ellen, m. b.....	.....	.....	.....	2,400.....	4.....	Lost anchor and went on bar; floated and secured by line.
Dec. 20-24.	262.....	4 miles WSW.....	P. 486, m. b.....	.....	.....	.....	125.....	1.....	Boatman, a surfman, returning from Abreast, had engine trouble and was compelled to run ashore and abandon launch; went out and brought boat back to station.
Dec. 24....	60.....	3 miles S.....	—, m. b.....	.....	.....	.....	300.....	.....	Leak and engine disabled; hauled out above tide.
Dec. 24-27.	47.....	3 miles NW.....	Nestor, m. v.....	.....	.....	.....	700.....	2.....	Engine disabled; went on shoal in fog; found after long search and taken to station and succored.
Dec. 28....	204.....	10 miles W.....	Pelican, m. b.....	.....	13.....	.....	3,500.....	2.....	Pump broken; unable to proceed; towed 10 miles to destination.
Dec. 30....	263.....	150 yards W.....	—, rowboat.....	.....	.....	.....	50.....	2.....	Fast in ice and drifting out of harbor; hauled men from boat to pier by heaving line, then worked boat to safe water and put them back on board.
Dec. 31....	23.....	2 miles SSE.....	Rough rider, m. b.....	.....	10.....	.....	3,000.....	6.....	Engine disabled; picked up and brought in to wharf.

## REPORT OF THE COAST GUARD.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Jan. 1.....	23.....	Off Plymouth.....	Ellen, m. b.....	.....	Fish and gear.....	\$2,000	\$1,500	3	.....	.....	<p>Net in propeller; unable to get back to harbor; towed to Gloucester. About 2 a. m. of Jan. 1 vessel was discovered ashore by patrol of station SS. With aid of men from radio station hauled beach apparatus to scene. Tried twice unsuccessfully to shoot line over vessel, then launched surf-boat, but current and sea compelled boatmen to return ashore. Now again tried, unsuccessfully, to get in communication with steamer by line shot both from vessel and shore. Again launched boat and picked up line thrown from steamer and brought it ashore. By means of this line the breeches buoy was finally set up. As nobody wished to come ashore apparatus was left in position with the Coast Guard men standing by on beach. On morning of 2d boarded steamer by boat to arrange for landing the upward of 3,000 persons on board. In the course of the ensuing operations a line employed to haul the boat shoreward fouled boat and capsized it, throwing soldiers and boat's crew into the water, and imprisoning a Coast Guard man and 2 soldiers under boat. People on the beach rushed into the water and rescued all hands. It was necessary to resuscitate the men taken from under the boat. On the 3d the work of taking the troops off and transferring them to United States destroyers and other vessels was continued by the Coast Guard men in cooperation</p>
Do.....	76, 79, 80, 81, 82, 83, 84, 86, and 97.	24 miles E. sta. 83.....	Northern Pacific, str.....	8,265				2,969	1,064		

Do.....	156.	10 miles SW.....	Geneva Kathleen, sch.	583	.....	90,000	.....	9	6	6	with boats of the sea patrol. All hands were taken off by the morning of the 4th. Men from the service station stood by on beach and rendered assistance in various ways until Jan. 18, when the steamer was floated. The value of the vessel is placed at \$2,500,000. It appears that the service crews took off and carried to safety a total of 1,064 persons, 1,039 by boat and 25 by breeches buoy.
Do.....	221	2 miles E.....	Marie, m. b.....	.....	.....	500	.....	1	1	.....	Mistook light and went on Ship Shoal; stood by until Jan. 4 and took 6 men off by boat; cared for them overnight and carried them to train; on 11th ran hawser and put out anchor. Engine disabled at sea, and badly leaked; set engine running and bailed boat out.
Jan. 3.....	188.	4 miles NE.....	—, m. b.....	.....	Merchandise.	300	500	1	.....	.....	Engine disabled in rough sea; towed to Portsmouth, N. C.
Jan. 7.....	194.	2 miles NE.....	Darold B., m. b.....	.....	.....	500	.....	3	.....	.....	Engine disabled; drifting to sea; towed to Southport.
Jan. 6-10..	Gresham.....	36° 04' N., 69° 59' W.	Khamsin, Fr. str.	.....	.....	.....	.....	21	21	21	Lost propeller and rudder in storm at sea, with barge Genevieve in tow; boiler and deckhouse loose and badly leaked. Crew of Khamsin taken off by Danish steamer, Odenaal, standing by; steamer, in sinking condition, had separated from barge, and went down 5 minutes after cutter appeared. Took steamer's crew aboard cutter and went in search of barge, finding her half an hour later; got line on her from leeward, and after 300-mile run in heavy gale dropped her in Lynn-haven Roads on the evening of Jan. 10.
Do.....	.....	do.....	Genevieve, bge.....	537	Alcohol.....	75,000	275,000	8	8	8	Do. Tail shaft broken and propeller lost at sea, after 24-hour search found vessel and towed her to Marshfield.
Jan. 7-10..	316.	22 miles WNW.....	Pilgrim, m. b.....	15	.....	3,000	.....	4	4	.....	Light keeper, returning to his station, driven toward lee shore in gale, picked up and towed to his landing.
Jan. 10.....	9.	1 mile SE.....	—, rowboat.....	.....	.....	40	.....	1	1	.....	Engine disabled; drifting on lee shore in gale; picked up and towed to safe anchorage; succor given.
Do.....	88.	1 mile W.....	Lillie, m. h.....	.....	.....	800	.....	1	1	1	Engine disabled and leaked; towed to Southport, succor given.
Do.....	194.	15 miles SW.....	Tee Cee, m. b.....	14	.....	10,000	.....	1	.....	.....	Engine disabled and leaked; towed to Southport, succor given.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Jan. 9-11..	Tuscarora.....	6 miles N. of Orange Key.	Blandon, str.....	1, 725	Wine.....	\$500, 000	\$500, 000	46	.....	.....	Stranded in squally weather; assisted by steamer Peoria, floated vessel and sent her on her way. But for the aid given, the Blandon would have been lost.
Jan. 12.....	1.....	½ mile NE.....	Mattie Yates, sch.....	229	Coal.....	15, 000	4, 000	4	.....	.....	Engine disabled and windlass out of commission; repaired windlass, hove up anchors, set sails, and took vessel into Lubec.
Do.....	50.....	1½ miles N.....	Helen, m. b.....	.....	.....	600	.....	2	.....	.....	Stranded; ran line; pulled launch afloat and towed her to Cuttyhunk.
Jan. 14.....	7.....	9 miles NNE.....	Priscilla, m. b.....	.....	.....	150	.....	1	.....	.....	Fast in ice in dangerous place; broken free and towed to Burnt Island Harbor.
Jan. 14-15.	150.....	1½ miles SW.....	—, m. b.....	.....	Oysters.....	400	100	1	1	.....	Rammed and sunk by barge in tow; took boatman off and towed barge to Chincoteague; later, assisted in raising boat.
Jan. 15.....	Winnisimnet.....	Navy yard, Boston.	.....	.....	.....	.....	.....	.....	9	.....	Rescued 4 persons thrown into water by explosion at North End Park; also released several persons imprisoned in wreckage caused by explosion.
Jan. 17.....	317.....	½ mile N.....	May, m. b.....	12	Milk and cans.	2, 500	100	1	1	.....	Engine disabled and boat drifting toward bar; reached boat just in time to save her; took off occupant and towed boat to safety.
Jan. 18.....	97.....	4 miles S.....	No. 721, bgs.....	500	.....	20, 000	.....	.....	.....	.....	Broke anchorage and drifted ashore; later drifted off and was swept toward rocks; picked up and secured at wharf.
Do.....	119.....	2 miles W.....	Black Crow, m. b.....	.....	.....	300	.....	2	.....	.....	Engine disabled; stranded; pulled clear and towed to safety.
Jan. 18-21.	191.....	1 mile N.....	George S. Cripps, sch.....	43	Tractors, etc.....	6, 000	8, 000	6	.....	.....	Stranded while trying to make harbor; floated after effort extending over 3 days.



Jan. 21.....	240.....	1 mile SW.....						3.....	Three boys carried away from shore on cake of ice; brought ashore.
Jan. 22.....	Mackinac.....	Perth Amboy, N. J.....						1.....	Rescued an intoxicated man who had fallen off a dock.
Do.....	15.....	1 mile SE.....						1.....	Engine disabled; towed to Rye Harbor.
Jan. 23.....	222.....	1 mile W.....	Industry, m. b.....	20.....		500.....		5.....	Unacquainted with channel; pulled adrift and taken to safe anchorage.
Jan. 24.....	22 and 23.....	2½ miles NE. station 22.....	No. 939C., m. b.....			2,000.....		5.....	Engine disabled; drifting to sea; boat from station 22 went to vessel, loaned her an anchor and took off 2 men, not having sufficient power to tow her; boat from station 23 came later and towed boat to Gloucester.
Do.....	23.....	7 miles SE.....	Carolina, m. b.....			3,000.....		2.....	Engine disabled; drifting to sea and in danger of foundering; picked up and towed to Gloucester.
Do.....	233.....	1 mile E.....	J. C. Gagnon, str.....	35.....		4,150.....		5.....	Shaft broken; in danger of going ashore; picked up and towed in to a dock.
Jan. 25.....	49.....	3 miles SE.....	Dorothy G., ywl.....	18.....		175.....		2.....	Alack, stranded; hauled out on beach.
Jan. 26.....	14.....	4 miles NE.....				3,500.....	2,500.....	2.....	Engine disabled; towed to Portsmouth.
Do.....	234.....	1 mile SW.....						2.....	Three small boys, playing on ice, broke through and 1 drowned. The 2 others were rescued by Surfman William Pratton, of station 282, on leave and accidentally near the scene of the casualty. Boys given restorative treatment at station 284. An outsider assisted in rescue. Body of drowned boy recovered. Surfman Pratton commended by headquarters.
Jan. 28.....	191.....	2 miles SE.....	—, m. b.....		Fish.....	400.....	200.....	2.....	Caught in current and set on reef; pulled clear and towed to Beaufort.
Feb. 1.....	83.....	1½ miles N. by E.....	Queen Anna, m. b.....			800.....		3.....	Engine disabled; stranded; floated and sent on way.
Feb. 5.....	308.....	2½ miles E.....	Shamrock, str.....	99.....	General.....	25,000.....	400.....	29.....	Lost rudder; towed to harbor.
Feb. 6.....	69.....	1½ miles E.....	—, dory.....			300.....		1.....	Engine disabled; towed ashore and hauled out.
Do.....	105.....	10 miles E.....	—, m. b.....		Fish.....	400.....	50.....	2.....	Batteries dead; picked up and towed to beach.
Do.....	137.....	200 yards WNW.....	Marie Louise, m. b.....				500.....	1.....	Engine disabled; stranded; floated and towed to harbor.
Do.....	263.....	1 mile NE.....						1.....	Gave restorative treatment to boy who had broken through ice.
Feb. 8.....	310.....	1 mile N.....	—, m. b.....	5.....		2,000.....		2.....	Leaking and adrift; towed to station, where repairs were made.
Feb. 10.....	184.....	do.....	do.....			300.....			Stranded in gale and sunk; floated and hauled out on shore.
Feb. 13.....	Apache.....	Lat. 30° 46', long. 80° 10'.....	Allentown, str.....	4,938.....	Kerosene.....	1,750,000.....	191,195.....	38.....	Condenser leaking, causing boilers to become salted; picked up and towed 100 miles to anchorage near Drum Island.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Feb. 14....	280.....	600 feet N.....							1		Prevented man from drowning himself and took him to his home.
Feb. 15....	50.....	2 miles NNE.....	A. P. T., m. b.....			\$2,000		3			Engine disabled; towed to harbor.
Feb. 13-16.	Acushnet.....	Handkerchief Shoal.....	Sassenheim, str.....	2,150	Sugar.....	500,000	\$75,910	38			Mistook light and stranded; floated by cutter with outside assistance.
Feb. 17....	217.....	18 miles N.....	Pherabe, m. b.....			7,000		2			Engine disabled; went on reef; pulled off and towed to pier at Galveston.
Feb. 19....	220.....	5 miles NW.....	Nellie May, sch.....		Oysters.....	600	50	2			Collided with channel marker and wrecked mastsail; towed to port.
Feb. 20....	152.....	3 miles NE.....	—, m. b.....			650		10			Engine disabled; towed to place of safety and landed crew.
Feb. 18-23.	321.....	1 mile S.....	Owl, m. b.....	47	Merchandise.....	10,000	100	4			Stranded; took off passenger and some freight; ran anchors and succeeded in floating vessel after several days' effort.
Feb. 23-24.	Patrol, Manhattan, and 97 and 99.	Shrewsbury River.....	Asor II, m. b.....	48		70,000		9			Stranded; pulled aloft by Patrol, but stranded again; floated by the Manhattan, assisted by station crews, and towed to shipyard.
Feb. 25....	190.....	2 miles N.....	—, m. b.....			250		2	2		Unable to hold course in gale; compelled to anchor outside breakers; picked up and towed to safe place.
Feb. 26....	6.....	4 miles SSW.....	...do.....			675		1	1		Out of fuel, drifting to sea in strong wind; occupant helpless from cold; picked up and towed home.
Do.....	6.....	2 miles W. 1/2 N.....	...do.....			875		2	2		Engine disabled; in dangerous position; towed to Long Cove.
Do.....	12.....	2 miles S. by W.....	—, dory.....			40		1	1		Broken oar; drifting to sea in strong wind; picked up and towed to harbor.
Feb. 27....	14.....	1/2 mile S.....	Elsie, m. b.....			350		1			Engine disabled; towed to Portsmouth.
Mar. 2....	220.....	8 miles NW.....	No. 71, m. b.....	220		500		1			Engine disabled; picked up and towed to dock.
Do.....	311.....	1/2 mile E.....	Leonard, m. b.....			1,500					Swamped at moorings; pulled out on beach.
Mar. 3....	152.....	2 miles SE.....	—, bgs.....			40		4	4		Broke towline and went adrift; picked up when about to enter breakers and towed to safety.

Do.....	284.....	1 mile SW.....	.....	.....	.....	.....	.....	.....	1	1	Rescued 10-year-old boy who had broken through ice; restorative treatment and clothing given.
Mar. 4.....	29 and 30.....	5 miles NE.....	No. 239 C, m. b.....	.....	.....	300	.....	2	2	Engine disabled; drifting to sea; occupants taken off by crew of station 29 and boat picked up by station 30; succor given.	
Mar. 5.....	153.....	3 miles E.....	—, m. b.....	.....	.....	1,800	.....	12	12	Engine disabled; towed in to a wharf with great difficulty.	
Do.....	207.....	1 mile W.....	do.....	.....	Fish.....	200	10	1	1	Engine disabled; towed to station and made repairs; boatman cared for overnight.	
Mar. 6.....	153 and 155.....	3 miles ENE.....	Annie May, sch.....	29	.....	2,500	.....	3	3	Rudder disabled at sea in rough weather; picked up and towed to safety with great difficulty.	
Mar. 7.....	191.....	1 mile NE.....	Bonita, slip.....	.....	.....	1,500	.....	2	2	Ran aground; pulled clear and taken to safe anchorage.	
Do.....	196.....	3 miles SW.....	Brant, m. b.....	.....	.....	400	.....	2	2	Ran on bar; floated on rise of tide.	
Do.....	301.....	1 mile SE.....	.....	.....	.....	.....	.....	1	1	Rescued boy; rescued from an ice crevice by outsiders.	
Mar. 8.....	276.....	100 feet W.....	.....	.....	.....	.....	.....	1	1	Rescued an intoxicated man who had walked into the river.	
Mar. 9.....	Ossipee.....	Blue Hill Bay, Me.....	Telumah, sch.....	230	Barrel staves.....	10,000	15,000	6	6	Blown ashore while trying to get away from dock; filled; floated and towed 70 miles to Rockland Harbor.	
Do.....	235.....	1 mile S.....	—, rowboat.....	.....	.....	25	.....	1	1	Capsize; exhausted occupant picked up from ice cake.	
Mar. 10.....	241.....	3 miles NW.....	—, m. b.....	.....	.....	175	.....	1	1	Engine disabled; adrift in strong wind; picked up and towed to station.	
Mar. 13.....	83.....	2 miles NE.....	Priscilla, slip.....	12	Fish.....	1,600	300	3	3	Went adrift on sand bar; pulled adrift.	
Mar. 16.....	Manhattan and Wissahickon.....	Stapleton, S. I.....	Margaret M. Riley, Br. sch.....	280	Kerosene.....	50,000	150,000	7	7	Vessel on fire; assisted by tugs; put fire out, saving cargo of kerosene from igniting.	
Mar. 17.....	280.....	14 miles SE.....	Edna, m. b.....	6	.....	2,000	.....	3	3	Engine disabled; towed to Detroit Harbor.	
Mar. 20.....	317.....	Bandon, Oreg.....	—, m. b.....	.....	.....	500	.....	1	1	Sunk at mooring; raised and hauled out.	
Mar. 21.....	208.....	1 mile S.....	Tokay, m. b., and tow.....	.....	.....	1,000	.....	1	1	Engine disabled; stranded in breakers; floated; succor given.	
Do.....	239.....	1 mile N.....	Liberty, m. b.....	.....	.....	2,000	.....	3	3	Engine disabled; adrift in lake; towed into safe water.	
Mar. 22.....	49.....	3 miles SE.....	No. 553 C, m. b.....	.....	.....	200	.....	1	1	Parted mooring and went on rocks; pulled out on beach.	
Mar. 23.....	Sentinel.....	San Francisco Bay.....	.....	.....	.....	.....	.....	1	1	Rescued a fisherman who had fallen off a wharf.	
Do.....	49.....	3 miles SE.....	Victoria, m. b.....	.....	.....	500	.....	2	2	Parted line and stranded in bad position; hauled out on beach.	
Mar. 24.....	184.....	3 miles N.....	Betsey Ross, m. b.....	.....	.....	400	.....	.....	.....	Foundered at mooring in gale; hauled out on shore with much labor.	
Do.....	286.....	1 mile W.....	Clio, m. b.....	23	.....	6,000	.....	.....	.....	Badly damaged by ice, and about to sink; pumped out.	

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Mar. 26	9	300 yards E.	Phordi, m. b.			\$350		2			Obliged to anchor while attempting to make harbor under sail; dangerously near ledges; towed in to a wharf and secured.
Mar. 27	9	1 mile SSW	Phordi, m. b.			350		2			After leaving wharf, compelled to anchor in dangerous position owing to difficulty with engine; towed to safety.
Do.	286	½ mile SW	Valdever, m. b.			1,400					Went adrift; picked up and returned to moorings and owner notified.
Mar. 27-28	316	4 miles SW	Pilgrim, m. b.	15		3,000		1			Engine disabled and adrift; picked up and anchored in Charleston Bay.
Mar. 28	139	5 miles NNE	Joseph J. Guineo, Nor. str.	547	Bananas			26	6	26	Went on breakwater in gale and later slipped off and sunk, crew escaping to breakwater and finding refuge at lighthouse; took off 6 passengers before vessel sunk, and next day landed crew from lighthouse; all hands succored; vessel and cargo valued at \$295,000.
Do.	Mortill and station 139.	Lewes, Del.	Augustine, str.	159		60,000		14			Stranded in gale; sent off messages for master and ran lines; pulled afloat by cutter and towed to safe anchorage.
Do.	273	2 miles N	Frieda, m. b.		Nets and fish.	1,400	\$400	3			Engine disabled; towed to a dock.
Mar. 28	145	2 miles SW	Mitchell Bros, m. b.			400					Ashore in dangerous position, badly damaged; floated and towed to safe anchorage.
Do.	184	3½ miles NNE	Betsey Lane, m. b.			450		3			Parted cable in strong wind and stranded; floated, and towed by lighthouse launch to safe mooring.
Mar. 30	Ossipee	Lat. 40° 26' N., long. 68° 30' W.	Ocean, str.	2,752		1,000,000		34			Badly damaged at sea in storm; picked up and towed to New York.
Mar. 29-31.	Yamacraw	Lat. 33° 54' N., long. 74° 45' W.	Alapaha, str.	1,515	Coal	161,500	12,300	49			Engine disabled and 4 feet of water in hold, due to storm; picked up in high sea and towed 120 miles to Hampton Roads; this service covered 36 hours.

Apr. 1,	Seminole	Lat. 31° 59' N., long. 74° 33' W.	Korona, str.	2, 874	Sugar and gen- eral.	400,000	400,000	95	Boilers out of commission in gale at sea; picked up and towed 398 miles through heavy gale to Wilmington, N. C.
Do.	45.	11 miles SE.	K. m. b.			250		1	Engine disabled; picked up and towed to Nantucket.
Do.	280.	8 miles SE.	Jake, m. b.			500		1	Engine disabled in lake; towed to pier at Chicago.
Apr. 2	86.	24 miles N.	—, m. b.			200		2	Mistook channel; stranded; floated and towed to station; succor given.
Apr. 2-3	Yamacraw	Lat. 35° 20' N., long. 75° 50' W.	North Pines, str.	2,052		250,000		38	Steering gear damaged; towed into Hampton Roads.
Apr. 3	276.	4 miles N.	—, skiff			50		1	Dangerously near the Falls of the Ohio; picked up and landed at station.
Apr. 2-4	121 and 123.	7 miles N. by E. sta- tion 123.	Marion L. Curtis, sch.	28		1,500		2	Stranded in gale; pulled aloft on rise of tide after several days' effort.
Apr. 4	Androsoggin	St. Marys Bay	Carlad, Br. sch.	95	Salt	20,000	1,000	6	Fast in ice; worked way to vessel with great difficulty and towed her out of danger; furnished crew provisions.
Do.	1.	4 mile ENE.	Maud S., sch.	79	Tin plate.	1,500	27,000	3	Badly aleak; towed to Lubec.
Do.	8.	1 mile WSW	Dora Belle, m. b.		Fish.	600	30	2	Engine disabled; stranded; towed to Boothbay Harbor.
Do.	276.	At station.						1	Rescued boy who had fallen overboard from flatboat.
Apr. 5	191.	1 mile NE.	Louise, m. b.			300		11	Engine disabled; adrift in channel; towed to Morehead City.
Do.	274.	400 feet NW.	Stella, canoe.			75		2	Capsized; picked up occupants and recovered canoe.
Do.	283.	3 miles E.	—, m. b.			500		1	Engine disabled; picked up and towed to light station.
Do.	311.	4 miles NW.	do.			1,500			Parted mooring in gale; pulled aloft and moored.
Apr. 6	23.	4 miles S. by E.	Evelyn H., m. b.	23		4,700		6	Rudder disabled; towed to a wharf at Gloucester.
Apr. 7	269.	4 mile ENE.	Margaret, m. b.			800		2	Engine disabled; stranded; floated with assistance of private boats.
Apr. 8	191.	4 miles N.	Zilphis, m. b.			200		5	Engine disabled; towed to Beaufort.
Do.	310.	3 miles SSE.	—, m. b.			950		1	Engine disabled; drifting seaward; towed to station and engine set going.
Apr. 9	288.	2 miles N.	Lucie A., m. b.			650		2	Engine disabled in lake; towed into harbor.
Apr. 10	279.	5 miles E.	Maud M., m. b.			600		3	Propeller broken out in lake; towed into harbor with great difficulty.
Apr. 11	12.	34 miles ENE.	—, m. b.			200		1	Engine disabled; stranded in danger-ous position; floated and towed to station.
Apr. 12.	280.	1 mile S.						2	Picked up 2 boys from a raft in the lake.
Apr. 13.	6.	2 miles E.	—, pile driver.			600			Broke away from mooring; picked up when about to go to rocks and towed out of danger.
Do.	83.	2 miles N. by E.	Encore, m. b.	12		1,200		3	Engine disabled and sails damaged; stranded; floated and towed to open water.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
Do.	273.	Near station boat-house.							1		Rescued boy who had fallen off dock while fishing.
Apr. 14.	Morrill, and 143.	Off Bethany Beach.	Taggart Bros., str.	97		\$40,000		10			Boiler disabled; towed in under breakwater at Lewes, Del.
Do.	269.	1½ miles ENE.	L. H. No. 26, m. b.			500					Picked up disabled lighthouse boat and towed it ashore.
Apr. 15.	236.	½ mile SW.	Willis W., str.	10		1,800		3			Ran aground while returning from fishing grounds; pulled adrift.
Do.	284.	500 yards ENE.	No. 8, scow.	3,600		1,400					Pounding against pier; towed to place of shelter.
Apr. 16.	234.	5 miles NW.	—, m. b.			400		2			Engine disabled; towed to Youngs-town.
Apr. 17.	137.	3 miles N.	Heather, slip.	8		1,000		3			Engine disabled; sail torn, and badly leak; towed to Cape May Harbor.
Apr. 19.	1.	4 miles SW.	Freda, m. b.			350		1			Batteries dead; towed to Labrec.
Apr. 20.	30.	4½ miles E.	Trump, slip.			200		2	2		Lost sails in gale; leaving vessel broad-side in sea; occupants drunk; towed to dock in Plymouth.
Do.	91 and 92.	½ mile W station 91.	Widgeon, m. b.	9		1,000		15			Engine disabled; compelled to anchor on lee shore in gale; hauled out of breakers and towed to Rockaway Inlet.
Do.	269.	3½ miles SSE.	Nellie H., m. b.			600		3			Engine disabled; towed to mooring.
Apr. 21.	250.	9 miles SW.	Dolly Gray, m. b.	269		500		2			Out of gasoline; drifted on beach; floated and towed to East Tawas.
Do.	310.	12 miles W.	Rosie, m. b.	10		4,000		2			Propeller shaft broken at sea; picked up and towed into harbor.
Apr. 22.	186.	5 miles NW.	Cathleen, sch.	16	General.	1,500	\$2,000	2			Carried away mainmast; stranded;
Do.	207.	3 miles N.	Mary Ann, m. b.		Fish.	400	5	1			Towed to harbor at Hatteras, N. C.
Apr. 24.	6.	1 mile E. by N.	Hortensia, sch.	189		5,000		4			Swamped in surf; hauled out on beach above high water.
											Beached; forced to anchor in dangerous position; towed to anchorage in Seal Harbor.
Apr. 26.	257.	9 miles W.	Anna F., m. b.	5		1,500		2			Stranded in high wind and sea; floated and towed to harbor.
Apr. 27.	246.	9 miles NE.	Wop, m. b.			500		2			Crabshaft broken; towed to place where damage could be repaired.

Apr. 19-28.	Ossipee.....	Nantuxet Shoals.....	Watauga, str.....	1,694.....	1,000,000.....	36.....	Vessel, formerly a German steamer, in- terned at San Francisco, went on shoals in heavy sea with circulating pump broken; put line on board with great difficulty and towed vessel to New York.
Apr. 28.....	105.....	2½ miles SSE.....	—, m. b.....	6 Fishing gear.....	1,000.....	2.....	Engine disabled; towed into Manas- quan Inlet.
Do.....	241.....	3 miles SE.....	No. 688, m. b.....	.....	800.....	11.....	Fouled propeller in trap net; towed to Sandusky.
Apr. 29.....	292.....	7 miles E. by N.....	—, m. b.....	10.....	800.....	3.....	Engine disabled; anchored dangerously near shore; towed under Whitefish Point and anchored.
May 1.....	151.....	1½ miles E.....	—, skiff.....	.....	500.....	2.....	Engine disabled; towed to safe harbor.
Do.....	289.....	1 mile NW.....	No. 81, rowboat.....	.....	60.....	2.....	Unable to make headway in gale; forced to land on crib; picked up and brought ashore.
Do.....	316.....	300 yards W.....	—, m. b.....	.....	400.....	.....	Broke away from mooring and stranded; floated and returned to owner.
May 2.....	139.....	4½ miles NNE.....	Anna, m. b.....	.....	800.....	7.....	Engine of pilot boat disabled, also engine of her power boat, and latter lying in dangerous position with 4 pilots on board; towed pilots to their vessel and carried them thence to waiting vessels, inward bound.
Do.....	274.....	200 yards NE.....	.....	.....	.....	1.....	Revived boy who had fallen off pier; clothing furnished.
May 3.....	14.....	¼ mile N.....	—, skiff.....	.....	25.....	.....	Adrift; picked up and restored to owner.
Do.....	287.....	¼ mile W.....	do.....	.....	15.....	.....	Do.
Do.....	316.....	150 yards W.....	G. H. S., m. b.....	5.....	800.....	1.....	Engine disabled; adrift and going to- ward bar; picked up in heavy tide and held until tide turned, then towed to safe water.
May 4.....	19.....	3 miles S.....	Leavitt, dory.....	.....	10.....	.....	Went adrift from moorings; picked up and taken to place where owner could get it away in safety.
Do.....	30.....	¼ mile E.....	—, m. b.....	.....	200.....	1.....	Went on rock while hauling lobster traps; pulled off and sent on way.
Do.....	133.....	1 mile SE.....	Cinchona, m. b.....	10 Fish.....	4,000.....	2.....	Stranded and filled; removed tools, cargo and ballast, and worked boat up on beach.
Do.....	284.....	130 yards NE.....	—, ywl.....	.....	.....	1.....	Captained in slily; occupant swam ashore; recovered anchor and boat.
Do.....	318.....	2 miles SW.....	Erle, m. b.....	12 Whisky.....	2,000.....	3.....	Captained on bar in rough surf, drowning 2 of crew, took third man off bottom of skiff belonging to launch; towed launch to station, found 43 cases of whisky on board and notified reve- nue officers.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
May 5.....	11.....	14 miles N.....	Roy, m. b.....			\$150.....		5.....			Steering gear broken; went on rocks; ran anchor and pulled boat afloat and beached it.
Do.....	304.....	1/4 mile SE.....	—, shell.....			150.....		1.....	1.....		Capsized; picked up occupant and recovered shell.
Do.....	309.....	6 miles S.....	—, skiff.....			75.....					Adrift; came ashore; picked up, but unable to find owner.
May 6.....	9.....	1/4 mile ESE.....	Anna W., m. b.....			150.....		3.....	3.....		Engine disabled; dangerously near rocks; picked up and towed to wharf, where repairs were made.
Do.....	83.....	1 mile NE.....	—, m. b.....			300.....		7.....	7.....		Engine disabled; stranded; pulled afloat and sent on way.
Do.....	150.....	3 miles W.....	Mary Buckley, sch.....	124.....		5,000.....		3.....			Failed to tack when brought in stays and compelled to anchor on lee shoal; pulled clear of shoal and taken to harbor.
Do.....	251.....	Off station 251.....	Dolly Gray, m. b.....		Household goods.....	500.....	\$300.....	1.....			Engine disabled; towed part way to destination.
Do.....	283.....	1/4 mile W.....	Comet, str.....	18.....		3,500.....		5.....			Broke cylinder head during storm; towed into a dock.
Do.....	312.....	2 miles S.....	Kingfisher, m. b.....			1,400.....		2.....	2.....		Engine disabled at sea; picked up and towed to safe place outside Humboldt bar and anchored, carried occupants ashore for night, and next day returned and got their launch.
May 7.....	Scout.....	Off Apple Tree Cove.....	Cedric, m. b.....	11.....		3,600.....		3.....			Main bearings running hot; picked up and towed 20 miles to Seattle.
Do.....	324.....	2 miles SSW.....	—, m. b.....						1.....		Surman, Charles Ellison and other members of crew swam out through surf, and by means of lines hauled exhausted swimmer ashore.
May 8.....	11.....	1/4 mile W.....	—, m. b.....			200.....		2.....			Engine disabled; went ashore in surf; dropped line down from outside and pulled boat afloat and clear of breakers.
Do.....	222.....	1 mile W.....	Zu Zu, slip.....			25.....		2.....			Lost sail in storm; picked up and towed to Padre Island.



Do.	310	4 miles WNW	Kiwaude, m. b.	28		12,000		2	2	
May 9	7	1 mile WSW	Emma, m. b.	Fish		300		2		Broken shaft; drifting oceanward, towing heavy seas; picked up and towed to station.
Do.	123	1 mile NNW	Anna, skiff	do.		600	15	2		Engine disabled; towed to Port Clyde.
Do.	310	6 miles SSE	—, m. b.			1,200	250	2		Engine disabled in strong wind; drifting toward rocks; picked up and towed into harbor.
May 10	44	3 miles W	— dory			20		1		Went on rocks in surf; pulled off and towed to Astoria.
Do.	84	1 mile ENE	Sea Bird, m. b.			1,200				Engine disabled; returned to anchorage.
Do.	88	1 mile N	Florence Boy, m. b.			500		2	2	Broken mooring and stranded; pulled out on beach.
Do.	119	2 miles N	—, m. b.	Fish		1,200	75	2		Stranded on lee shore in heavy storm; took occupants off and landed them.
Do.	120	1 mile SSW	Martha Z., m. b.	do.		650	300	2	2	In danger on lee shore; towed to harbor.
Do.	129	1 mile WNW	—, m. b.			300				Engine disabled; stranded in surf towed to safe place and boatmen given shelter and clothing.
Do.	191	1 mile E	Verga May, m. b.			600		2	2	Sunk at moorings in gale; towed to beach and hauled out.
Do.	261	2 miles SE	Iva Rose, m. b.	11		2,000		4		Engine disabled; towed to station; succor given.
Do.	264	1 mile SW	—, skiff			20		2		Engine disabled; towed to dock in Crystal River.
May 11	23	1 mile W. by S	Evelyn, cat.			1,000		1	1	Boat with 2 small boys on board drifted out of harbor and was driven ashore floated and taken with boys to station.
Do.	24	1 mile W	—, m. b.			100				Engine disabled; compelled to anchor dangerous place; towed to Gloucester boatmen succored.
Do.	190	5 miles SW	Virgie May, m. b.			400		2		Anchor line in propeller, causing boat to swing broadside to sea; in danger of swamping; bailed boat out and made it secure.
Do.	276	3 miles W	—, skiff					2	1	Engine disabled at sea; towed into light to safe anchorage.
May 13	11	4 miles NNE	Earl, m. b.	Lobsters		300	20	1		Went over falls and capsized, drowning one man; took survivor off his boat and brought him ashore.
Do.	82	1 mile NW	Gardner Heath, sch.	12		5,000	300	4		Lost propeller; picked up and towed to safety.
Do.	208	1 1/2 miles S	Anemone, m. b.	7		1,000		1		Stranded; floated and piloted to deep water.
May 14	105	1 mile S	Lady Bug No. 3, m. b.			800		2		Mistook channel and grounded; worked aloft and run into safe water.
Do.	130	3 1/2 miles ESE	Liberty, m. b.	5		10,000		5		Steering gear broken; stranded; towed to place where repairs could be made.
Do.	263	1 mile E. by N	Diamond, str.	12		1,200				Batteries dead; picked up and towed into Townsend's Inlet.
										Filled at moorings; righted and bailed out.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919. May 14....	279	3 miles N.	Splash, s/bt.			\$75		2			Boat, manned by inexperienced boys, became in lake, towed into Jackson Harbor.
Do.	304	1 mile SE.	—, m. b.			150					Broke moorings and went against dock; towed to safe place.
Do.	306	11 miles E. ½ N.	Allentown, m. b.	10		4,500		3			Cylinder head broken; adrift in straits; towed to wharf in Neah Bay.
Do.	310	6 miles S.	—, m. b.			1,350		2			Net in propeller; drifting to sea; picked up and towed into Baker's Bay.
Do.	310	3 miles SE.	do.	5		1,150		2			Engine disabled; drifting to sea; towed into Baker's Bay.
Do.	311	9 miles SW.	do.			1,050		1			Engine disabled while near breakers; picked up and towed to safety.
May 15....	9	½ miles NE.	—, dory			5					Parted mooring and drifted to sea; picked up and returned to owner.
Do.	105	½ mile S.	Lady Bug No. 2, m. b.			800		2			Engine disabled; stranded; put on rollers, moved to inlet and safely moored.
Do.	224	6 miles NE.	Victory, m. b.			1,100		2			Engine disabled; towed to dock at Youngstown.
Do.	321	½ mile SE.	Owl, m. b.	47	Hogs, veal and cream.	10,000	\$2,000	6			Ran on bar; floated after arduous effort extending over several days.
May 16....	152	3 miles SE.	—, m. b.		Fish.	500	50	10			Engine disabled; picked up and turned over to another fishboat.
Do.	264	300 feet SSW.	Rosa Bell, sch.	115	Pulp wood.	3,000	1,200	9			Went on old piling; ran lines and pulled vessel clear and took her to mooring.
Do.	279	½ mile SE.	Violet, m. b.			500		3			Engine disabled; drifting toward dangerous beach; picked up and towed into harbor.
Do.	310	7 miles WNW.	—, m. b.			1,900		2	2		Went into breakers while boatmen were asleep; towed out of danger and anchored.
May 17....	50	3 miles NNE.	Madeline, m. b.	6		1,500		3			Rope in propeller, towed to safe mooring.
Do.	150	5 miles ESE.	Hazel, m. b.	12		1,200		4			Engine disabled; picked up and towed to Chincooteague with great difficulty.

Do.	236.	4 mile SSW.	U-2, m. b.	125	2	Engine disabled; towed to moorings.
Do.	238.	1 mile NE.	Rowboat.	15	3	Adrift; picked up and held for owner.
Do.	250.	1½ miles SW.	Rector, m. b.	600	25	Struck submerged pile and filled; hauled out, repaired and floated.
Do.	276.	4 mile NW.	Big Jumbo, scow.	1,700	1	Went adrift and set to ward falls; picked up and made fast to levee.
Do.	306.	2 miles N.	Sea Gull, m. b.	2,000	1	Loose propeller; picked up and taken to anchorage behind Waadah Island.
May 18.	Mackinac.	Gravesend Bay.	Mary T. Fallon, sch.	100,000	15	Stranded; pulled afloat and towed to deep water.
Do.	59.	4 miles ENE.	No. 246 J., m. b.	600	1	Line in propeller; towed to Stomington.
Do.	236.	4 miles SW.	Iona, m. b.	5,000	6	Rudder broken; picked up and towed to moorings.
Do.	240.	2 miles SW.	No. 773, m. b.	300	3	Engine disabled; towed to dock in Black River.
Do.	276.	500 feet NW.	Carl Jr., m. b.	800	1	Lost propeller; towed to mooring at boat club.
May 19.	20.	2 miles N. by E.	—, dory.	10	10	Broke away from launch and drifted seaward; picked up and towed to safe anchorage.
Do.	185 and 186.	5 miles W.	Cathleen, sch.	1,500	2	Missed stays and went on shoals floated and towed to Hatteras.
Do.	239.	4 mile SW.	Dubbs, sir.	5,000	2	Went on submerged obstruction; pulled off.
Do.	310.	4 miles SE.	—, m. b.	2,000	2	Engine disabled; drifted into surf and swamped; picked up occupants and recovered boat.
Do.	319.	300 yards WSW.	do.	500	1	Broke mooring in high sea; moved to safe place.
May 20.	83.	1 mile NE.	Eloise, m. b.	1,200	2	Mistook buoy and went on bar; floated with anchors and lines.
Do.	234.	4 mile NE.	—, m. b.	300	2	Engine disabled at fishing grounds; towed in to station dock.
Do.	234.	1 mile NE.	Victory, m. b.	800	2	Engine disabled in heavy weather outside; towed in to station dock.
Do.	287.	4 miles N.	Dawn G., m. b.	1,000	2	Engine disabled; about to go on beach; picked up and towed out of breakers and into harbor.
Do.	310.	10 miles SSW.	—, m. b.	1,450	1	Out of fuel and adrift at sea in gale; towed in.
May 21.	239.	3 miles SW.	Anona, m. b.	4,000	5	Out of fuel; stranded; floated and towed inside breakwater.
May 22.	191.	1 mile N.	T. M. Taylor, m. b.	800	2	Engine disabled; stranded; pulled afloat and engine repaired.
Do.	286.	4 mile W.	Cleo, m. b.	6,000	—	Set afloat by ice and became water-logged; bailed out.
May 23.	21.	4 mile SW.	—, dory.	15	—	Parted line and grounded in marsh; floated and turned over to owner.
Do.	22.	4 mile NE.	No. 742 C., m. b.	450	1	Engine disabled; drifting near rocks; went aboard and made repairs.
Do.	23.	11½ miles E. by N.	Julia May, m. b.	3,000	5	Lost propeller; picked up and towed to Gloucester.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
May 23	258	13 miles W	Josephine, str.	13		\$2,000		3			Engine disabled; picked up and towed to Rond Lake.
Do	304	4 mile S	—, shell			800		9	9		Collided with can buoy; crushed shell; occupants picked up and shell recovered.
May 24	91 and 92	3 miles W	Eddie G., m. b.			500		3			Lost propeller; crew taken off by boat from station 91, and launch towed by boatmen of station 92 to Canarsie, N. Y.
Do	286								1		Woman's clothing set on fire by ignited fumes of liquid stove polish; found victim rolling in sand and put fire out.
Do	310	7 miles W	Hester, m. b.	6				2	2		Engine disabled; helpless in breakers; reached with great difficulty and crew taken off; following rescue boat capsized and sank.
Do	313	3 miles SW	Eliza Ann, m. b.			10,000		5	5		Broke fall shaft; in bad position with sea rising; picked up and towed to harbor.
May 25	279	4 mile N	Outer Harbor, m. b.			2,600		3			Line in propeller; towed to harbor.
Do	306	4 mile N	Vampire, m. b.			600		1			Dragging toward reef; taken to safe place and engine set going.
May 26	59	2 miles N	Anna M., m. b.	5	Fish.	500	\$75	2			Engine disabled in strong breeze; towed to Noank.
Do	276	4 mile E	Victory L. 273, m. b.			2,000		3	3		Engine disabled; drifted under guards of steamer; freed by hard work and towed to boat club.
May 26-27	269	3 miles SE	Ruth, m. b.			1,000		5			Ran on sunken wreck, plugging bottom; raised and patched; pulled into deep water.
May 27	269	2 miles E	Lydwina G., m. b.			500		2			Ran ashore, damaging rudder and shoe; carried party to Grand Marais Bay and elsewhere; hauled boat out at station and made repairs.
May 28	8	2 miles NNE	—, m. b.		Lobsters.	500	15	1			Went on rocks; pulled off when tide served.

Do.....	22.....	3½ miles ESE.....	Hattie, m. b.....	.....	325.....	1.....	Engine disabled offshore; towed abreast of station and turned over to private boat.
Do.....	105 and 107.....	2 miles N.....	James Monroe, m. b.....	8.....	500.....	2.....	Engine disabled; towed to safe water
May 31.....	238.....	200 feet E.....	Ohio, str.....	98.....	60,000.....	4.....	On fire; went on board and put blaze out with fire extinguishers.
June 1.....	Manhattan.....	Off Staten Island.....	....., canoe.....	.....	100.....	1.....	Capsize; picked up occupant and re-covered canoe.
Do.....	1.....	1 mile N.....	Centennial, sch.....	115 Flash.....	3,000.....	6.....	Badly aleak; crew exhausted from pumping; assisted to dock.
June 2.....	83.....	1 mile ENE.....	....., rowboat.....	.....	75.....	.....	Filled and sank; raised; towed ashore and bailed out.
Do.....	107.....	2 miles N.....	Evelyn, m. b.....	10.....	1,000.....	.....	On fire; went on board and extinguished flames.
Do.....	310.....	6 miles N.....	Flavel, m. b.....	42 Gasoline drums.....	9,500.....	6.....	Engine disabled; drifting helplessly toward jetty rocks; towed to safe place and set engine going.
June 3.....	20.....	¼ mile N. by W.....	....., m. b.....	.....	350.....	2.....	Engine disabled; drifting toward shoal at mouth of Merrimac River; picked up and towed to safety.
June 4.....	89.....	2 miles E.....	Agnes, sch.....	.....	5,000.....	6.....	Went on bar; pulled off and towed to dock.
Do.....	102.....	1½ miles N.....	....., hydroplane.....	.....	15,000.....	3.....	Sunk while trying to rise; hauled out on shore; supplied.
Do.....	235.....	1 mile N. by W.....	White Wing, m. b.....	.....	250.....	2.....	Engine disabled and squall threatening; towed to harbor.
June 5.....	29.....	4 miles NE.....	....., sibt.....	.....	25.....	1.....	Drifting to sea in fresh wind; picked up and towed into Green Harbor.
Do.....	232.....	150 feet N.....	.....	.....	.....	1.....	Surfman McCrudden plunged into water fully dressed and rescued girl bather.
Do.....	281.....	2 miles E.....	....., canoe.....	.....	40.....	3.....	Capsize while under sail; occupants rescued by outsiders.
Do.....	304.....	2½ miles NE.....	Idora, m. b.....	Produce.....	500.....	2.....	Struck rock in fog, staying hole in bow; engine disabled; towed to safety.
Do.....	312.....	1 mile W.....	No. G-92, m. b.....	.....	900.....	2.....	Fuel gave out while crossing bar; picked up and towed to Garibaldi.
June 6.....	238.....	¼ mile N.....	....., rowboat.....	.....	10.....	.....	Adrift; picked up and held for alarmant.
Do.....	305.....	¼ mile W.....	Standard, m. b.....	5 Merchandise.....	2,000.....	3.....	Went on bar while outward bound; floated and sent on way.
June 7.....	14.....	1 mile NE.....	Mary Mac, m. b.....	.....	175.....	10.....	Engine disabled; went on rocks on Duck Island; hauled and taken to Appleboro Island; suaver given.
Do.....	19.....	6 miles SW.....	Isadora, m. b.....	Furniture.....	4,000.....	5.....	Engine disabled in gale about to swamp; occupants taken off by outsiders; boat towed into shallow water.
Do.....	20.....	¼ mile N. by W.....	....., m. b.....	.....	150.....	.....	Engine disabled; compelled to anchor. Engine dangerous; shot; master made landing in tender and notified station; towed launch to safe anchorage.
Do.....	23.....	1½ miles NE.....	No. 292 E, m. b.....	.....	600.....	4.....	Engine disabled in squall; picked up and towed to Annisquam.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
June 7.	24.	4 miles SW.	E-614, m. b.			\$300		3	3		Engine disabled in rough sea; picked up and towed to Saugus.
Do.	26.	3 miles SW.	Louise, slp.			600		3	3		Caught in heavy squall and became unmanageable; towed under lee of Sheep's Island and made secure.
Do.	26.	2½ miles SW.	D-169, m. b.			300		2	2		Stranded in heavy squall; pulled aloft.
Do.	26.	½ mile NE.	Galena, m. b.			500		4			In dangerous position on lee shore; towed to safe water and anchored.
Do.	27.	2½ miles S.	—, slp.		Sea moss.	200	\$25	2	2		Caught in squall; dangerous position; beached and hauled out above water.
Do.	133.	1 mile S.	Leslie, slp.	8		1,000		15			Stranded in fog; floated and run into inlet.
Do.	280.	7 miles N.	Outer Harbor, m. b.	10	Small boats.	3,000	300	3			Engine disabled offshore; picked up and towed to place where repairs could be made.
June 7-8.	136.	100 yards SE.	Dora II, m. b.			2,000		5			Stranded in fog; floated on rise of tide and made secure.
June 8.	Search.	Little Rapids Out.	—, canoe.					3	3		Capsized; picked up canoeists from alongside.
Do.	14.	Near station.	Mary Mac, m. b.			175		10		10	Engine disabled; stranded; weather rough; took boat and occupants to Portsmouth.
Do.	29.	¼ mile NNW.	—, rowboat.			30					Left on beach and in danger of going against rocks; hoisted up over 15-foot wall out of danger.
Do.	81.	1 mile W.	Rainbow, m. b.			700		4			Stranded in fog; floated and towed to a dock.
Do.	87.	2 miles NW.	Ray E., m. b.			500		1			Engine disabled on way in from fishing grounds; went on board and made repairs.
Do.	88.	¾ mile W.	Chippewa, m. b.			200		2		2	Engine disabled; stranded; floated and towed to station; occupants (boys) succored overnight.
Do.	233.	1½ miles NNE.	Nautilus, m. b.			700		4			Engine disabled; adrift in lake; picked up and towed to harbor.
Do.	233.	3 miles SE.	—, m. b.			200		1	1		Engine disabled in squall; pounding against pier; towed to safe berth.
Do.	274.	2 miles N.	Wasseta, m. b.			200		6			Engine disabled in lake; towed into harbor.

June 9.....	1.....	4 miles E.....	Reliance, m. b.....	32 Ice.....	6,000	1,000	4	.....	Engine disabled; drifting near rocks; towed to Lubec for repairs.
Do.....	186.....	7 miles NE.....	Cathleen, sch.....	16	1,500	.....	5	.....	Grounded in Pamlico Sound; worked afloat.
Do.....	274.....	200 feet NE.....	—, canoe.....	.....	50	.....	1	1	Capsized; picked up occupant and recovered canoe.
Do.....	276.....	1 mile N.....	—, flat.....	.....	30	.....	.....	.....	Caught in current under falls; recovered and restored to owner.
June 10.....	234.....	8 miles NE.....	—, m. b.....	.....	400	.....	1	1	Engine disabled in lake; occupant missing for 24 hours, and without food; picked up and brought in.
June 11.....	92.....	14 miles E.....	Lucy S., m. b.....	.....	250	.....	2	.....	Engine disabled; stranded in fog; pulled out of breakers.
Do.....	209.....	3 miles SE.....	Dorothy, m. b.....	.....	700	.....	2	.....	Engine disabled in rough sea; made repairs and boatman then sought safe harbor.
Do.....	235.....	200 yards N.....	—, s/bt.....	.....	50	.....	2	2	Capsized; picked up men and recovered boat.
June 11-12.....	306.....	35 miles SSE.....	Penelope, m. b.....	.....	3,000	.....	2	.....	Went on bar at mouth of Quillnetie River; floated with difficulty and anchored in safe place.
June 12.....	27.....	24 miles S.....	—, m. b.....	Lobsters.....	400	10	1	.....	Parted anchor line and stranded in dangerous position; cleared channel to enable boat to get away.
Do.....	50.....	4 mile —.....	Friend, m. b.....	12	1,000	.....	4	.....	Engine disabled; drifted ashore; ran anchor out and pulled boat afloat.
Do.....	272.....	200 yards W.....	.....	.....	.....	.....	.....	1	Swam out and brought ashore imperiled boy bather.
Do.....	276.....	4 mile W.....	Revonah, m. b.....	Merchandise.....	5,000	800	19	19	Engine disabled; drifting toward falls in gale; picked up and towed to landing.
Do.....	287.....	1 mile SE.....	Squaw, m. b.....	5	500	.....	3	.....	Shoe came loose and caught in wheel; towed to station and afforded facilities for making repairs.
Do.....	314.....	4 mile SW.....	Queen, m. b.....	13	6,000	.....	3	.....	Engine disabled; towed to Florence, Oreg.
June 13.....	76.....	2 miles NE.....	—, rowboat.....	.....	.....	.....	4	4 4	Capsized; took 2 of occupants (women) from water alongside and picked up 2 (man and woman) in exhausted condition swimming for the shore; restorative treatment given.
Do.....	274.....	2 miles E.....	Magda, m. b.....	.....	400	.....	.....	.....	Engine disabled in lake; towed into harbor.
Do.....	276.....	1 mile N.....	—, flat.....	.....	35	.....	3	3	In danger of going over the falls; passed line to boatmen and towed them to safety.
Do.....	305.....	4 mile W.....	Rupert, m. b.....	5	2,500	.....	2	.....	Fouled propeller and went on bar; hauled off by means of lines run ashore and taken to safe mooring.
June 14.....	286.....	At station.....	—, rowboat.....	.....	20	.....	2	2	Upset near landing; keeper fished men out of water with help of surfman; boat recovered.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919.											
June 14.	296.	9 miles E.	Leona, m. b.	12		\$1,500		2			Engine disabled in lake; towed into harbor and safely moored.
June 15.	202.	4 miles N.							1		Surfman Schmidt and Waldron swam out and brought ashore a leather, being carried out by undertow.
Do.	235.	100 yards E.							1		Surfman Tucker pulled from the water an intoxicated man who had fallen off a pier.
Do.	235.	2 miles NW.	Hudson, m. b.			2,500		5			Engine disabled; boat drifting helplessly in strong current; picked up and towed into Erie Canal.
Do.	268.	do.	Baby Ruth, m. b.			400		3			Batteries dead in lake; towed into harbor.
Do.	270.	1/4 mile S.	—, canoe.			30		3	3		Capsize 300 feet offshore; picked up occupants from alongside; bailed out canoe and sent them on their way.
Do.	276.	At station.							1		Rescued man who had fallen off gang-plank.
Do.	280.	200 yards N.							1	1	Rescued man from a pile who had fallen off pier while fishing; survivor given.
Do.	304.	1 mile W.	U-67, m. b.			2,000		18			Engine disabled with party of men, women, and children on board; towed ashore; but for alertness of station lookout they would have remained adrift on lake all night.
June 16.	23.	2 miles SSW.	Ruth & Margaret, sch.	118		18,000	\$15,000	18			Stranded in fog; sent call for tug and assisted it to float vessel.
Do.	32.	1/4 mile E.	Grace Clinton, m. b.	33	Fish.	10,000	400	8			Stranded in fog; floated with considerable effort.
Do.	236.	1/4 mile S.	—, m. b.			100		2			Engine disabled; drifting on sunken pier; picked up and towed to mooring.
Do.	240.	7 miles SE.	809-N, m. b.			1,000		1			Engine disabled; stranded and partially filled; pumped out, launched, and towed to safe water.
Do.	280.	400 feet NW.							1		Rescued man who had fallen overboard while fishing from scow.



June 16-17.	306.	1/4 mile W.	Fort Russell, str.	2,500	Okra.	1,000,000	500,000	43		
June 18.	236.	1 mile SE.	291-N, m. b.			125		2		Approaching Neah Bay on fire; con-
June 19.	22.	1 mile NE.	Mildred, m. b.			450		1		voyed vessel into harbor, then went
Do.	23.	1/4 mile SE.	—, m. b.			150		1		on board, located fire by digging into
Do.	83.	5 miles W.	Osprey, m. b.			700		2		coal, and put it out.
Do.	310.	6 miles W.	Lom, m. b.	8		3,250		1		Engine disabled; towed to moorings.
Do.	310.	7 miles WNW	—, m. b.			1,450		2		Engine disabled; towed to Rockport.
June 20.	90.	3 miles N.	Topnoth, m. b., and tow.	8		4,000		5		Engine disabled; assisted in making
Do.	105.	1/4 mile S.	—, skiff.			350		1		repairs.
Do.	264.	650 feet NNW	—, m. b.					1		Engine disabled while in break on bar;
Do.	267.	12 miles SW	—, m. b.			500		5		picked up by private boat and turned
Do.	270.	1/4 mile S.	—, canoe.			15		2		over to station boat which brought it
Do.	310.	6 miles NW	—, m. b.			1,450		2		ashore.
June 21.	78.	1/4 mile E.	Falcon III, m. b.	6		4,000		2		Engine disabled; adrift at sea; towed
Do.	113.	2 1/2 miles S.	—, m. b.			2,000	20	7		into Bakers Bay.
Do.	233.	1 1/2 miles NW	Dorothy, slip.	5	Fish.	300		2		Engine disabled; adrift in ocean;
Do.	270.	100 feet S.						2		picked up and towed into Bakers
Do.	270.	Near station.						2		Bay.
June 22.	50.	1/4 miles WNW	Ada, m. b.			500		13		Swung aground by change in direction
Do.	113.	1 1/4 miles NW	Teal, slt.			350		2		of wind; floated and taken to anchor-
Do.	126.	1 mile N.	Coyote, m. b.			350		2		age off station.
Do.	152.	1/4 mile S.	—, m. b.			3,000		2		Engine disabled; towed into harbor.
Do.	194.	3 miles E.	Donald B., m. b.			500		5		Anchored in exposed place in gale;
										unable to get anchor; took occupants
										off and next day went back and got
										their boat.
										Went out in skiff and picked up ex-
										hausted swimmer.
										Surfmen Roberts and Lysaght swam
										out and brought ashore exhausted
										swimmer.
										Ran aground; pulled adrift.
										Went on shoal; floated and towed into
										deep water.
										Engine disabled; stranded in surf;
										pulled clear and taken to safe harbor.
										Stranded; pulled clear and directed to
										deep water.
										Engine disabled while out fishing;
										towed to Southport for repairs.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

Date.	Name of cutter or number of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1919											
June 22.....	274.....	6 miles W.....	Sitsoki, m. b.....			\$2,000		10			Engine disabled in lake; picked up and towed to station.
Do.....	300.....	2½ miles SE.....	Dorothy K., m. b.....			800		2			Do.
Do.....	311.....	¼ mile E.....	—, m. b.....			1,500					Stranded at wharf; towed ashore and beached.
June 23.....	6.....	6 miles WSW.....	K. of P., m. b.....		Ice and salt.	10,000	\$200	2			Steamer fell asleep and vessel stranded; floated on rise of tide and turned over to tug; station crew remained on board and boat vessel free of water until she was safe in harbor. Rudder and engine disabled; taken in tow to place of safety.
Do.....	44.....	1½ miles S.....	Lady May, cat.....	5		500		2			Engine disabled in lake; towed in to dock at Portwater.
Do.....	267.....	4 miles SW.....	Katie Venn, m. b.....	8		1,200		2			Engine disabled at sea; picked up and towed to live at station.
Do.....	310.....	12 miles NW.....	—, m. b.....	7		5,300		2			Alack and about to sink; pumped out and towed to live at station.
June 24.....	88.....	1 mile west.....	Annie Louise, sch.....	49	Sand.....	2,000	175	2			Alack and about to sink; pumped out and towed to live at station.
Do.....	235.....	200 yards N.....	Scout, m. b.....			1,000		3			Engine disabled; towed to yacht club.
Do.....	236.....	¼ mile WSW.....	Billie, m. b.....			400		2			Engine disabled; towed to moorings.
Do.....	247.....	1 mile N.....	—, lgt.....			100					Picked up and towed to harbor; picked up and towed to live at station.
Do.....	279.....	1½ miles E.....	Martha, m. b.....			150		1			Engine disabled; about to drive against pier; towed clear and taken to harbor.
Do.....	305.....	¼ mile S. by W.....	Hetty B., m. b.....	15		3,000		3			In danger of dragging ashore in rising wind and sea; put masear and crew on board and assisted them in getting vessel out of surf.
June 25.....	Manhattan.....	Off Norton's Point, N. Y.....	Inkerdill, slp.....			500		4	4		Master broken; vessel in danger of being sunk by seas; picked up and towed to harbor; helped clear mast and rigging.
June 26.....	234.....	1 mile NE.....	—, m. b.....			400		1			Engine disabled; towed to dock at Youngstown.
Do.....	270.....	100 yards S.....							1		Put out in skiff and picked up exhausted swimmer.

Do.....	304.....	1 mile SW.....	.....	.....	.....	.....	50.....	2.....	2.....	Drifting to sea; occupants inexperienced; picked up and landed at dock. Went on shoal near jetty sands; pulled clear and sent on way.
Do.....	311.....	3 miles NW.....	.....	.....	14.....	.....	3,500.....	4.....	4.....	Engine disabled; drifted on shore; towed to dock for repairs.
June 27.....	236.....	1 mile SSW.....	.....	.....	.....	.....	250.....	7.....	7.....	Engine disabled; towed to dock at Erie. Broke from mooring in night time and went on beach, striking pile; hauled up on beach.
Do.....	285.....	500 feet N.....	.....	.....	.....	.....	25.....	.....	.....	Engine disabled; drifting on shore; towed to dock for repairs.
Do.....	297.....	1 1/2 miles S.....	.....	.....	13.....	.....	1,000.....	3.....	3.....	Engine disabled; drifting on shore; towed to dock for repairs.
June 28.....	84.....	2 miles N.....	.....	.....	5 Ice.....	.....	600.....	15.....	2.....	Engine disabled; drifting on shore; towed to dock for repairs.
Do.....	152.....	1 1/2 miles W.....	.....	.....	.....	.....	200.....	3.....	3.....	Engine disabled; drifting on shore; towed to dock for repairs.
Do.....	273.....	1 mile NW.....	.....	.....	.....	.....	1,500.....	.....	1.....	Engine disabled; drifting on shore; towed to dock for repairs.
Do.....	322.....	1 mile S.....	.....	.....	10.....	.....	4,000.....	.....	.....	Engine disabled; drifting on shore; towed to dock for repairs.
June 28-29.....	10.....	10 miles SSW.....	.....	.....	5.....	.....	2,000.....	6.....	6.....	Engine disabled; drifting on shore; towed to dock for repairs.
June 29.....	Yamacraw.....	Cay Confites, Cuba.....	.....	.....	2,417 Sugar.....	.....	400,000.....	350,000.....	35.....	Engine disabled; drifting on shore; towed to dock for repairs.
Do.....	76 and 77.....	2 1/2 miles NW.....	.....	.....	.....	.....	200.....	3.....	3.....	Engine disabled; drifting on shore; towed to dock for repairs.
Do.....	132.....	1 mile W.....	.....	.....	.....	.....	1,500.....	4.....	4.....	Engine disabled; drifting on shore; towed to dock for repairs.
Do.....	156.....	4 miles SW.....	.....	.....	.....	.....	500.....	6.....	6.....	Engine disabled; drifting on shore; towed to dock for repairs.
Do.....	241.....	1 mile ENE.....	.....	.....	.....	.....	10.....	.....	.....	Engine disabled; drifting on shore; towed to dock for repairs.
Do.....	250.....	6 miles WSW.....	.....	.....	.....	.....	300.....	1.....	1.....	Engine disabled; drifting on shore; towed to dock for repairs.
Do.....	304.....	1 mile S.....	.....	.....	.....	.....	200.....	2.....	2.....	Engine disabled; drifting on shore; towed to dock for repairs.
June 30.....	9.....	1 mile W.....	.....	.....	.....	.....	500.....	.....	.....	Engine disabled; drifting on shore; towed to dock for repairs.
Do.....	12.....	1 mile SW.....	.....	.....	.....	.....	7,000.....	3.....	3.....	Engine disabled; drifting on shore; towed to dock for repairs.
Do.....	279.....	2 miles N.....	.....	.....	.....	.....	150.....	1.....	1.....	Engine disabled; drifting on shore; towed to dock for repairs.
Grand total.....		.....	.....	.....	.....	.....	11,689,900.....	3,062,730.....	6,728.....	2,081.....
							331.....			

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE.

There are each year a large number of cases of assistance rendered to shipping or to water-front property in harbors where the value of the aid is difficult of appraisal; there are also a number of instances where futile attempts have been made at rescue work, which, although requiring as great efforts as if successful, can not be included in the reports of appraised assistance. All of these are therefore noted in chronological order, as follows:

[Abbreviations: m. b., motor boat; slip., sloop; sbt., sailboat; cat., catboat; yt., yacht; ywl., yawl; str., steamer; sch., schooner; bk., bark; bkn., barkentine; bgn., brigantine; bge., barge; lgt., lighter; flat., flatboat.]

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1918.							
July 1.....	Advance.....	Off Brush Point.....	Queen, m. b.....	5	3	.....	Engine disabled; drifted on beach; took occupants off.
Do.....	20.....	1½ miles NW.....	_____, m. b.....	.....	2	.....	Assisted in the recovery of stolen launch and arrest of thieves.
Do.....	30.....	1½ miles W.....	Charles, bge.....	396	2	.....	Lost anchor and went adrift; assisted in anchoring vessel with anchor loaned from station.
Do.....	194.....	¼ mile SW.....	.....	.....	.....	.....	Gave restorative treatment to soldier, rescued from drowning by his comrades.
Do.....	236.....	¼ mile NW.....	Wig Wam, houseboat.....	10	.....	.....	Stranded in gale; assisted by tug, pulled boat afloat and took her to safe place.
Do.....	233.....	2½ miles E.....	_____, skiff.....	.....	.....	.....	Adrift in lake; picked up and restored to owner.
Do.....	233.....	¾ mile N.....	.....	.....	.....	.....	Recovered floating body of man from water.
Do.....	310.....	2 miles SE.....	.....	.....	.....	.....	Surveying party marooned on Sand Island, where their boat, at anchor, swamped; took party off and carried them to Fort Canby.
July 2.....	216.....	At station.....	Edith, slip.....	.....	1	.....	Recalmed; towed to anchorage.
Do.....	241.....	¼ mile S.....	.....	.....	.....	.....	Roundhouse set on fire by sparks from locomotive; assisted in putting fire out.
July 2-3.....	62.....	1 mile S.....	Seneca, str.....	2,674	31	.....	Stranded in fog; carried master ashore and back to his ship; sent off and received messages and otherwise assisted in work of getting vessel off, floated by wreckers.
July 3.....	103.....	300 yards S.....	.....	.....	.....	.....	Took charge of and sent to hospital 3 men badly injured in a gas explosion at a pumping station.
July 3-4.....	21.....	.....	.....	.....	.....	3	Cured for overnight 3 boys unable to find their way in the darkness, took them and their boat back to their camp.
July 4.....	20.....	.....	Catawissa, str., and 4 bges.....	558	19	.....	At request of towboat company, delivered message to tug passing with tow of barges.
Do.....	88.....	50 yards E.....	_____, m. b.....	.....	2	.....	Engine disabled; leaving boat moored, carried occupants to their home in service skiff.
Do.....	208.....	2 miles NW.....	_____, str.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	217.....	1 mile NE.....	L. A. E., sbt.....	.....	1	.....	Capsized while under sail; occupant swam ashore; recovered boat.
Do.....	222.....	1 mile N.....	.....	.....	.....	.....	Gave medical treatment to woman stung by sea nettle.
Do.....	234.....	1 mile NE.....	Little Spray, slip.....	.....	3	.....	Missed stays and stranded; released and towed to mooring.
Do.....	284.....	¼ mile E.....	Riggs, slip.....	.....	3	.....	Dismasted; towed to mooring.

Do.	304.	100 yards NW	Dixie slip.		4	Capized in squall; occupants swam ashore; boat righted and towed to dock.
Do.	316.	6 miles NE.				Fire in store building; helped save merchandise from building and put fire out.
July 3-5.	252.	$\frac{1}{2}$ mile —	Samuel Mitchell, str.	2, 277	25	Stranded in fog; landed master to call for tugs; when tugs arrived, ran lines; station crew at vessel 53 hours.
July 5.	77.	1 mile N	—, m. b.		1	Engine disabled; towed to place of safety.
Do.	132.	1 mile NE				Recovered body of woman from water; resuscitation attempted.
Do.	240.	100 yards SE.				Recovered body of drowned man; resuscitation attempted.
Do.	270.	$\frac{1}{2}$ mile NE.				Fish shanty on fire; unable to save shanty, but protected adjacent buildings.
Do.	306.	$\frac{3}{4}$ mile NW	Flo, m. b.		1	Shifted launch from poor anchorage to place of safety.
Do.	310.	10 miles W	—, sch.			Sent tug to tow schooner in over Columbia River bar.
July 6.	20.	$\frac{3}{4}$ mile N	—, m. b.			Dragged and went in surf; pulled out above high-water mark.
Do.	223.	2 miles SW				Recovered body of drowned man.
July 7.	23.	$\frac{1}{4}$ miles E. by N	Wonasquam, m. b.	18	12	Ran on a ledge; occupants taken off by outsiders; minor assistance given in efforts to save boat.
July 8.	20.	1 mile N	Rosy, m. b.		2	Engine disabled; towed to Newburyport.
Do.	202.	$\frac{3}{4}$ mile N				Flashed automobile out of sand.
Do.	207.	2 miles SW	Minnie V, m. b.		1	Engine disabled; repairs made.
Do.	235.	6 miles SSE	Flora, m. b.		2	Engine disabled; stood by launch until she reached port.
Do.	253.	30 yards NE	Ann Arbor No. 5, str.	2, 884	37	Carried sick woman to Melodygan to a doctor's care.
Do.	263.					Blew out steam valve, killing 3 men and badly scalding 1; carried man to doctor and helped care for bodies of those killed.
July 9.	4.	5 miles E.	Ortizimbo, sch.	147	4	Anchored close to breakers in thick weather; assisted by outsiders, worked boat to place of safety.
Do.	146.	$\frac{1}{2}$ mile SW				Helped put out fire in dwelling.
Do.	255.	Near station.	Janey II, yr.		2	Warned away from shore by Coston signal.
Do.	310.	10 miles S	—, sch.	32		Sent call for tug to tow vessel in over Columbia River bar.
July 10.	304.	$\frac{1}{2}$ mile E	—, m. b.		2	Engine disabled; towed to destination.
Do.	310.	12 miles SW	—, sch.			Sent call for tug to tow vessel in over Columbia River bar.
July 11.	7.	$\frac{1}{2}$ mile W				Carried sick man 6 miles to his home.
Do.	92.	2 miles W	Thali, m. b.		3	Caught in squall and sunk; floated and towed to safe place.
Do.	165.	24 miles NE	Two steamers			Warned away from Pebble Shoals by code signal.
July 12.	310.	150 yards S	Concomly, m. b.	9	2	Engine disabled; went aboard and made repairs.
Do.	235.	1 mile S				Recovered body of drowned boy.
Do.	279.	$\frac{1}{2}$ mile SE	Wa-Wa-Tay-See, m. b.	8	1	Set on fire by lighting fumes of gasoline; fire put out.
Do.	305.	$\frac{1}{2}$ mile W				Helped put out fire in a dwelling.
July 13.	31.	$\frac{1}{4}$ miles N	Islesford, str.	27	79	Engine disabled; conveyed to a dock.
Do.	9.	$\frac{1}{4}$ miles S	—, dory		1	Went fishing and became lost in fog; reached shore unassisted, but left boat anchored; boat towed to mooring.
Do.	246.	2 miles ENE	Trap-net stake driver			Parted line and went adrift; picked up and delivered to owner.
Do.	310.	10 miles SSW	—, sch.			Sent call for tug to tow vessel in over Columbia River bar.
Do.	313.	1 mile NE by E	Peterson No. 20, str.		5	Stranded in fog; floated with assistance of private boat.
July 14.	21.	4 miles SE				Sent call for vessel to tow disabled launch.
Do.	239.	4 miles NNE	—, str.			Fell from scaffold on outside of vessel and drowned; body recovered.
July 15.	304.	64 miles E by S. station 144.	Raft.			Warned away from shoals by Coston signal.
Do.	317.	6 miles S	St. Jean Laurent, Fr. str.	5, 692	60	Picked up raft of airplane cedar that had broken its moorings.
July 16.	144 and 145.	$\frac{1}{2}$ mile W	—, str.			Stranded on Fenwick Island Shoal; boarded vessel and found she wanted assistance; notified cutter Itasca.
Do.	150.	6 miles S				Went on shoal; burned Coston signal and vessel backed clear.
Do.	305.	$\frac{1}{2}$ mile W				Helped put out fire in a dwelling.
Do.	310.	10 miles SSW	—, sch.			Sent call for tug to tow vessel in over Columbia River bar.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station.)	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1918.							
July 16.	311	14 miles E.	—, str.				Delivered mail to Desdemona Sands Light Station.
July 17.	286	30 miles E.					Warned away from shoals by code signal.
Do.	296	1 mile E.	Camp, m. b.		2		Carried doctor to attend sick woman.
July 18.	73	1 mile E.					Engine disabled; made repairs and sent boat on way.
Do.	82	10 miles NW.					Righted automobile truck that had turned over in a ditch.
Do.	241	30 yards N.	McCan Bros., m. b.				Recovered body of drowned man.
Do.	238	12 miles SSW.	—, bkn.				A drift, picked up and secured alongside pier.
Do.	310.	—, sch.					Sent call for tug to tow vessel in over bar.
Do.	310.	—, sch.					Sent call for tug to tow vessel in over Columbia River bar.
July 19.	77.	14 miles N.	—, m. b.		1		Batteries dead; towed to moorings.
Do.	236.	14 miles NW.	Elbon, m. b.		4		Stranded; floated unassisted; piloted to safe water.
Do.	310.	10 miles W.	—, sch.				Recovered body of drowned boy.
Do.	311.	—, sch.					Sent call for tug to tow vessel in over Columbia River Bar.
July 20.	24.	14 miles N.					Carried mail out to Desdemona Sands Light Station.
Do.	232.	2 miles S.					Pulled automobile out of sand.
Do.	310.	4 miles SE.					Recovered body of drowned man.
Do.	310.	5 miles SW. station	Raft.				Gas buoy misplaced by log raft; buoy depot notified.
Do.	310 and 311.	310.					Parted towline and went on Peacock Spit; ran lines for vessels that pulled raft clear.
July 21.	39.	2 miles NE.	Lear C, m. b.	21	17	17	Seabound boat warned of danger of submarine outside.
Do.	40.	3 miles ENE.	Perth Amboy, str.	452			Sunk by submarine; met crew in boat making for the shore; gave badly injured man first aid and turned him over to a doctor on landing; succor afforded.
Do.	40.	do.	No. 766, bge.	934	4	2	Submerged while in tow of tug Perth Amboy (see above); crew landed in own boats; 2 succored at station.
Do.	80.	1 mile NNW.	Elsie, m. b.		3		Engine disabled; went aboard and made adjustment.
Do.	126.	14 miles NE.					Helped put out fire in dwelling.
Do.	216.	10 miles SW.	—, m. b.		2		Broke line and went ashore, breaking up; boat stripped.
Do.	239.	14 miles NE.					Recovered body of drowned man.
Do.	267.	100 yards E.					Recovered bodies of 2 drowned swimmers; resuscitation attempted.
Do.	272.	1 mile S.	—, m. b.		4		Engine disabled; took off occupants and carried them home with their boat in tow.
Do.	274.	2 miles E.					Put out fire in dwelling.
Do.	284.	4 miles SW.					Recovered body of drowned boy.
July 22.	14.	2 miles NNE.	—, m. b.		1		Batteries dead; towed to harbor.
Do.	247.	do.	do.		1		Rudder disabled; furnished facilities at station for making repairs.
Do.	270.	1 mile E.					Put out fire in dwelling.
Do.	276.	5 miles W.					Recovered body of drowned man.
July 23.	23.	14 miles SW.	Ervin J. Luce, sch.	127	4		Became dangerously near rocky shore; towed until breeze sprang up, enabling vessel to proceed under sail.
Do.	28.	14 miles N.	—, m. b.				Warned away from shore by Coston signal.

Do.	310	10 miles N.	—, sch.			Sent call for tug to tow vessel in over Columbia River Bar.
Do.	310	3 miles SW	No. 5532, str.	5		Recovered gill net and restored it to owner.
July 24	320	1 mile NW	—, rowboat.	4		Struck rock, starting leak; hauled boat out at station, made repairs, and towed it to Rockport.
Do.	235	1 mile NW				Capized in squall; helped empty boat of water, and took it and occupants to landing.
Do.	280	1 mile NW				Recovered body of drowned man.
Do.	311	2 miles S				Delivered mail to Deadmona Sands Light Station.
July 25	79	2 miles NW	Winfried, m. b.	16		Picked up and beached deckhouse found afloat.
Do.	92	2 miles NNE				Broken shaft; landed boat's 14 passengers and sent vessel to her assistance.
Do.	147	2 miles NE	—, str.			Pulled automobile out of quicksand.
Do.	155	do				Warned away from Pebble Shoals by code signal.
Do.	155	do				Do.
Do.	296	1 mile W	Nellie M., m. b.	2		Engine trouble; towed to moorings.
Do.	305	do	Bucket, dredge.	1		Assisted fire department in fighting fire on dredge.
Do.	305	do	Agullet, sch.	10		Stranded; floated and taken to safe anchorage.
Do.	305	do	—, str.			Put out fire in dwelling at Nome.
July 26	88	1 mile SW				Warned away from bar by Coast signal.
Do.	89	2 miles E	—, do.			Warned away from beach by Coast signals.
Do.	209	1 mile SE	Bessie, m. b.	4		Engine disabled; carried member of crew to Miami for spark plug, and helped set engine running.
Do.	299	2 miles NE				Recovered body of drowned boy.
Do.	296	6 miles NE	Reynold, m. b.	3		Engine disabled; taken in tow until engine could be started.
Do.	303	1 mile W	Twins, sch.	5		Stranded; floated and taken to place of safety.
Do.	311	do				Took pilot off vessel and brought him ashore.
Do.	311	1 mile NW	Margy, m. b.			Adrift in bay; towed to safe place and moored.
Do.	316	1 mile N	Lucie F., m. b.	1		Out of fuel; supply of gasoline furnished.
July 27	14	5 miles NE	—, m. b.	6		Batteries poor; towed to station; new batteries furnished and adjustments made.
Do.	22	1 mile S	Dora, m. b.	3		Engine disabled; taken in tow, until engine was set going.
Do.	233	40 yards SW				Recovered body of boy drowned by falling off pier.
Do.	235	2 miles NW	Roslyn, m. b.	7		Heading for reef; warned of danger and piloted to safe water.
Do.	270	5 miles S	Pull, m. b. and scow.	3		Insufficient power to proceed with tow against wind; towed to harbor.
Do.	282	1 mile E	—, skiff	3		Parted moorings and went ashore; towed ashore and hauled out.
Do.	319	1 mile —	Frank D. Stout, str.			Landed badly injured man from vessel; called doctor and took man to hospital.
July 28	26	24 miles SW	Oh Boy, m. b.	5		Engine disabled; towed to Quincy.
Do.	80	3 miles N	—, m. b.	4		Engine disabled; adrift; boarded launch and set engine running.
Do.	280	14 miles NE	Mary M., str.	69		Collided with breakwater at night and sunk; passengers escaping to structure; put passengers on another vessel; recovered ship's papers and other things found afloat; vessel lost.
Do.	307					Carried man out beyond 3-mile limit to enable him to scatter ashes of cremated body upon the water.
Do.	307					Towline in propeller; a surman went overboard and after half an hour's work cleared wheel.
Do.	307		Myrtle May, m. b.	2		Stranded in fog; landed master to send messages, and helped run line; pulled off by naval vessels on rise of tide.
July 29	62	1 mile S	Lake Crystal, str.	35		Stranded; floated on rise of tide.
Do.	83	14 miles NW	Liberty, m. b.	5		Gave first aid to man who had cut his finger.
Do.	107	24 miles SSE	Edna, m. b.	2		Engine disabled; compelled to land through surf; pulled up on beach and launched next day.
Do.	150	do	Erna, m. b.	1		Do.
Do.	150	do	Elba, m. b.	1		Do.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1918.							
July 29.	305.	4 mile W.	Dayton, str.	7	5	.....	Wire cable in propeller; stranded; assisted in clearing wheel.
Do.	305.	do.	Defiance, m. b.	7	4	.....	Parted towline and stranded; helped get vessel into deep water.
Do.	305.	2 miles S.	W. S. Porter, str.	4,901	39	.....	Carried master through rough surf to his vessel, ready to sail.
Do.	311.	2½ miles NW.	Wm. F. Herrin, str.	4,938	41	.....	Got off course and stranded on Desdemona Sands; carried master to Astoria to procure tug, which floated vessel.
Do.	311.	.....	.....	.....	.....	.....	Delivered mail to Desdemona Sands Light Station.
July 30.	286.	1 mile SE.	Lucia A. Simpson, sch.	227	6	.....	Centerboard broken; unmanageable; brought master ashore to send off message.
Do.	306.	6 miles WSW.	Canada Maru, str.	5,760	284	.....	Went on reef in dense fog; transferred 200 passengers to sea patrol boat, also mail; put stevedores on vessel; stood by all night; vessel floated on the 5th and taken to drydock at Esquimalt, B. C.
Do.	311.	.....	.....	.....	.....	.....	Carried keeper of Desdemona Sands Light out to his station.
July 31.	9.	4½ miles SSE.	—, skiff.	.....	.....	.....	Adrift; picked up and held for claimant.
Do.	9.	4 mile SSE.	Captain Watson, m. b.	7	8	.....	Rope in propeller; towed in to a wharf.
Do.	14.	.....	.....	.....	.....	.....	Helped fisherman hold seine, in danger of being driven by tide upon some ledges.
Do.	14.	1 mile NW.	—, m. b.	.....	1	.....	Engine disabled; out of gasoline, made repairs and loaned supply of fuel.
Do.	14.	.....	.....	.....	.....	.....	Helped care for a man in a fit.
Do.	24.	2 miles N.	.....	.....	.....	.....	Hauled automobile out of sand.
Do.	45.	5 miles WSW.	Constellation, m. s.	137	18	.....	Stranded while entering harbor in gale, took off crew and their seines valued at \$5,000 sent off call for tug; helped tug get vessel afloat and into Nantucket.
Do.	235.	1 mile S.	.....	.....	.....	.....	Recovered body of drowned boy swimmer.
Do.	255.	6 miles SSW.	Buckeye Belle, bge.	20	3	.....	Stranded; transferred 1,000 feet of lumber to another boat, after which vessel was floated by a launch.
Do.	269.	2 miles NE.	—, m. b.	.....	5	.....	Lost rudder; towed to safety.
Aug. 1.	40.	5 miles ENE.	Albert H. Willis, sch.	567	6	.....	Windlass broken; unable to get anchor; sent call for assistance.
Do.	231.	4 miles W.	Dora, m. b.	.....	2	.....	Towed 10 miles to Seletsk to have propeller fitted to boat.
Do.	239.	1 mile N.	.....	.....	.....	.....	Recovered body of old man, found floating in lake.
Do.	232.	6 miles SW.	.....	.....	.....	.....	Delivered telegram to man working on wreck offshore, announcing death of his father.
Do.	285.	2 miles S.	Lille, m. b.	.....	.....	.....	Recovered body of drowned boy swimmer.
Do.	287.	3 miles NE.	Lille, m. b.	9	2	.....	Batteries dead; took boat from launch that had her in tow and brought her into harbor.
Do.	322.	4 mile S.	.....	.....	.....	.....	Car tried to haul freight up mountain side by cable broke loose, ran to bottom and off into water; soldier on board slightly injured; recovered cat and some freight from water.
Aug. 2.	Gresham.	17½ miles NE. by N. Cape Charles Lightship.	Old Dominion, bge.	.....	.....	.....	Relieved tug of 1 of 2 barges in tow, to enable her to proceed to port with other barge, which was leaking.



Do.	24	1 mile	—, skiff	—	1	Lost from vessel while in tow; picked up and restored to owner.
Do.	168	1 mile ENE.	—, str.	—	—	Warned away from shore by Coston signal.
Do.	293	3 miles S.	—	—	—	Recovered automobile that had fallen into a slip, drowning 2 persons.
Do.	304	3 miles SE.	—	—	—	Recovered body of drowned girl swimmer.
Do.	305	3 miles W.	—	—	—	Stranded; helped float and take to safety.
Aug. 3.	44	2 miles WSW.	Vix, m. b.	5	1	Mistook light; stranded; sent off message for master.
Do.	45 and 46.	5 miles WSW. station 45.	Sarah and Lucy, sch.	3,323	31	Stranded in squall; carried master and crew to Nantucket; vessel lost.
Do.	88	1 mile W.	—	252	5	Engine disabled; engine set going.
Do.	281	At station.	Alma H, m. b.	—	2	Leaking; hauled out and repaired.
Do.	295	4 miles S.	—, m. b.	—	2	Recovered body of man drowned in automobile accident.
Aug. 3, 4.	38	1 mile S.	—	—	—	After repeated efforts recovered, by diving, a pocketbook lost overboard in 15 feet of water.
Aug. 4.	24	1 mile E.	—, str.	—	—	Warned away from shore by Coston signal.
Do.	258.	500 yards N.	—, m. b.	—	—	Do.
Aug. 5.	76.	1 mile E.	Marlon, m. h.	—	2	Stranded; shoved aloft; sails aiding.
Do.	107 and 108.	200 yards S. by W. station 108.	—	—	—	Dwelling on fire; unable to save house, but saved some furniture and protected adjoining property.
Do.	168.	2 miles N.	—, sht.	—	15	Part of crew of steamer O. B. Jennings, sunk by submarine; succored party overnight and put them on board steamer Lagonia for Norfolk.
Do.	200	6 miles NE.	Latarasca, Mex. str.	—	6	Out of fuel; notified naval patrol, which furnished supply.
Do.	269	400 yards NE.	—	—	—	Recovered body of drowned bather.
Do.	310.	8 miles S.	—, sch.	—	—	Sent call for tug to tow vessel in over Columbia River Bar.
Do.	322.	Duxbury Reef.	C. D. Bryant, bk.	928	12	Partly dismasted at sea; tug wanted; stood by until tug arrived.
Aug. 6.	41.	6 miles N. by E.	L. L. Hamlin, sch.	147	5	Stranded in fog; floated by lighthouse steamer; helped run hawser.
Do.	81.	Near station.	Hesper, sch.	98	—	Carried sick man to Chatham.
Do.	82.	1 mile NE.	Wanderer, slip.	—	3	Around: pulled aloft.
Do.	86.	—, str.	—	—	—	Warned away from shore by Coston signal.
Do.	101.	14 miles NE.	Bonito, m. b.	5	1	Engine disabled; carried machinist out to launch and supplied batteries.
Do.	181.	N. E.	—, boat.	—	20	20 men from Dutch steamer Merak, sunk by submarine off Cape Hatteras, landed in ship's boat; succored for a day.
Do.	190.	5 miles SW.	Eastern Sun, str.	—	—	Sent off telegrams for master of steamer Eastern Sun.
Do.	271.	1 mile E.	—	—	—	Called to fight fire at Jenison Park; assisted in saving and several cottages.
Do.	282.	1 mile NE.	—, rowboat.	—	—	Parted moorings, drifting into lake; picked up and secured alongside pier.
Do.	282.	1 mile NE.	—	—	—	Picked up a raft, adrift.
Do.	284.	4 miles SW.	—	—	—	Recovered body of man drowned by falling off dock.
Do.	306.	—	—	—	—	Carried customs inspector through fishing fleet on search for dutiable salvage from Japanese steamer Canada Maru; merchandise to value of \$15,000 found.
Do.	311.	1 mile N.	Snowland, purse seiner	—	8	Collided with tug Wallula; helped lash boat alongside tug, which towed her to Astoria.
Aug. 7.	19.	1 mile S.	—, skiff	—	—	Adrift; picked up and held for claimant.
Do.	190.	5 miles SW.	Worlance, Br. str.	—	—	Carried ashore and sent off messages for master.
Do.	266.	1 mile W.	Arnold, m. b.	—	7	Batteries dead; towed to a dock.
Aug. 7, 8.	262.	6 miles E.	John J. Roland, str.	6,035	34	Stranded; helped with lines, took soundings, and otherwise assisted wreckers; vessel came off on 8th after much effort.
Do.	47.	14 miles N.	—, rowboat.	—	3	Lost both oars; picked up and towed to station.
Aug. 8.	9.	2 miles W.	—	—	—	Went out in dory and delivered to fisherman message calling him to sick wife and child.
Do.	83.	1 mile NE.	Bunny Boy, m. b.	—	1	Dragged anchor and stranded; floated.
Do.	83.	1 mile NE.	Dorothy L., m. b.	—	—	Parted mooring and stranded; floated.
Do.	238.	1 mile E.	Red Diamond, m. b.	—	1	Engine disabled; towed into Fairport.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station.)	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1918.							
Aug. 8.	246						
Aug. 8, 9.	271	1 mile N.	Rival, slip.		4	4	Carried sick woman by boat part way to hospital, transferring her to an ambulance. Mistook light and stranded; pulled adfloe and towed to station; succor afforded.
Aug. 9.	29	1 mile SE.					
Do.	47	4 miles NNE.	Mary D. Marlo, m. b.	5	2		Brought ashore party caught in gale on Brant Rock. Went on shoal in thick weather; ran anchor, leaving vessel to float on rise of tide.
Do.	71	1 mile W.	Traveler II, m. b.	12	28		Warned away from shore by Coston signal. Engine disabled; carried master and engineer to Ocean Beach to procure another boat.
Do.	102	2 miles E.	—, bateau.				Adrift; picked up and held for claimant.
Do.	282	600 yards NE.					Recovered body of drowned boy; resuscitation attempted.
Aug. 10.	9	1 mile ENE.					Carried doctor to Bay Point to attend sick woman.
Do.	14						Delivered message at Cedar Point, announcing a death and date of burial.
Do.	60	6 1/2 miles W.	Niota, m. b.		2		Engine disabled; sent call for assistance, then went out and stood by until a patrol boat came and took vessel in tow.
Do.	233	2 1/2 miles NW	Pedro, slip.		3		Stranded; assisted to float and bring into harbor.
Aug. 10, 11.	110	2 1/2 miles W.	—, m. b.		1		Searched for and found a boatman who had failed to return home in season.
Aug. 11.	202	1 mile S.					Worked automobile out of sand.
Do.	239	4 miles SE.	Ashtabula, str.	65	4		Capized and sunk, drowning engineer and fireman; recovered body of engineer.
Do.	306		Regal, m. b.		2		Searched for and found track of fisherman who had been absent from home for several days.
Do.	321	1 mile SE.	—, boat.		1	1	Capized in surf; occupant reached land unassisted; succor afforded and boat recovered.
Aug. 12.	6	1 mile NE.	Tuna, m. b.		4		Lost in fog; anchored in dangerous position; piloted to safe anchorage.
Do.	32	200 yards S.	Mao II, m. b.	30	3		Stranded in fog; shored adfloe; boat's engine assisted.
Aug. 13.	204	2 miles NNE.	—, str.				Warned away from shoals by Coston signal.
Do.	239	1 mile SE.					Recovered body of man, long dead, from the water.
Do.	247	80 rods	A. A. C. Tessier, str.		6		Wheel disabled; surfman went down in diver's suit, and found that it would be necessary to dock vessel for repairs.
Do.	279	2 1/2 miles S.	Buckeye II, m. b.				Sunk at pier by high wind and sea; hauled out on beach.
Aug. 14.	29	1 mile W.					Put out fire in meadow, started by embers from burning barn; unable to save barn.
Do.	89	2 miles E.	Marie J, m. b.		6		Engine disabled; went aboard and made repairs.
Do.	310	3 miles SSE.	Here I Come, m. b.	6	2		Stranded in thick weather; occupants swam ashore; boat floated and taken to safe mooring.
Do.	311						Took pilot off on board bound vessel and put him on inbound launch.
Do.	321	2 miles SE.	—, m. b.		1		Occupant asleep, boat drifting toward breakers; put out and wakened man.

Aug. 15.	29.	1/4 mile SW.					Hotel on fire; unable to save building, but protected several adjacent cottages.
Do.	36.	2 1/2 miles SE.	Singbrat, str.				Took charge of and landed boatload of men from a torpedoed steamer.
Do.	47.	1/4 mile SE.				11	Helped get automobile out of sand.
Do.	91.	do.					Resuscitated man taken from water by outsiders.
Do.	302.	4 miles N.					Automobile in sand with tide rising about it; pulled out after 4 hours' work.
Do.	233.	4 miles NW.					Revived woman bather who had fainted.
Do.	266.						Transported machinist to Crisps Point Lighthouse to make repairs.
Do.	310.	15 miles WSW.	sch.				Sent call for tug to tow vessel in over Columbia River bar.
Aug. 16.	74.	1 1/2 miles NW.	Dixie, m. b.			3	Engine disabled; towed to a wharf.
Do.	77.	1 mile NW.	Dobble, dredge.	317		5	Stranded; ran anchor and pulled afloat.
Do.	279.	2 1/2 miles N.	Atchepe, m. b.			6	Engine disabled; towed into Jackson Park Harbor.
Do.	285.						Recovered body of drowned boy; resuscitation attempted.
Do.	310.	At station.	Montana, m. b.	8		2	Engine disabled; made repairs.
Do.	311.						Carried back into harbor a pilot who had taken a vessel out over Columbia River bar.
Do.	311.						Delivered mail to Desdemona Sands Light Station.
Aug. 17.	20.	At station.					Removed fishhook from man's finger.
Do.	276.	1 1/2 miles SW.					Recovered body of man who fell from a bridge at Louisville, Ky.; resuscitation attempted.
Do.	310.	3 miles WNW.	skiff.			3	Discovered adrift near rock, bottom up; taken to station.
Aug. 18.	313.	1/4 mile SE.	Carman, m. b.			3	Engine disabled; towed into a dock.
Aug. 18-19.	253.	9 miles NW.	Oakay, m. b.				Leaking in rough sea; conveyed to harbor; hauled out and calked.
Aug. 19.	47.						Carried a fisherman to town to a doctor.
Do.	162.	1 mile S.	ywl.				Picked up drifting boat belonging to torpedoed Norwegian steamer Nordhav.
Do.	164.	1/4 mile S.	rowboat				Picked up drifting boat, supposed to have belonged to torpedoed Norwegian steamer.
Do.	239.						Recovered from late body of man, supposed to have been a sailor on steamer City of Erie.
Do.	307.	1/4 mile NW.					Recovered gill net from surf.
Aug. 20.	14.						Delivered message to woman on Appledore Island, announcing death of relative.
Do.	47.	1/4 mile SE.				5	Pulled automobile out of sand.
Do.	110.	1 mile S.	m. b.			1	Engine disabled; and man sick on board; gave first aid and carried man to doctor, then carried him back to station and kept him overnight.
Do.	305.	1/4 mile W.	Defiance, m. b.	7		2	Fouled propeller and stranded; helped float into deep water.
Do.	322.	1/4 mile SE.	S. F. International No. 3, str.	20		6	Engine disabled; loaned ignition battery and supplied with 5 gallons gasoline.
Aug. 19-21.	310.						Boarded and examined 200 fishboats in search of draft evaders.
Aug. 21.	4.	1/4 mile SSW.	Helena, m. b.			3	Out of fuel; supply loaned.
Do.	29.	At station.					Removed fishhook from boy's arm.
Do.	71.	1 1/2 miles W.					Warned away from shore by Coaston signal.
Do.	270.	130 yards S.					Carried ashore to a doctor a man who had fallen into a vessel's hold and broken some ribs.
Do.	305.	1/4 mile W.	sbt.			6	Went on bar while trying to enter river; floated.
Do.	311.						Boarded 250 fishboats in search for draft evaders.
Aug. 18-22.	247.	1 mile N.					Preceding collapse of engineer warehouse, worked 4 days removing stores and lumber from building.
Do.			Savannah, bge.	863		4	Set adrift by towing vessel; picked up and towed with barge Tottenhamville to Brunswick Harbor.
Aug. 22.		Port Royal Sound.	Tottenhamville, bge.	634		5	Set adrift by towing vessel; picked up, with barge Savannah, and towed to Brunswick Harbor.
Do.		do.					

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1918.							
Aug. 22.....	19.....	½ mile N.....	.....	.....	.....	6	Automobile party of 6 persons came to station for help, their machine being disabled; made repairs and gave them breakfast.
Do.....	238.....	1½ miles SSW.....	.....	.....	.....	.....	Recovered body of man who had drowned himself.
Do.....	239.....	30 miles NW.....	.....	.....	.....	.....	Took charge of and sent to morgue body of woman picked up in lake by steamer.
Do.....	270.....	½ mile E.....	General Hancock, str.	151	.....	.....	Seriously ailed at anchor; pumped out.
Aug. 23.....	165.....	2 miles SE.....	....., str.	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	240.....	1 mile N.....	Lillian, canoe.....	.....	4	.....	Went adrift from breakwall, leaving party marooned; picked up canoe and took party ashore.
Do.....	280.....	1 mile NE.....	.....	.....	.....	.....	Recovered body of man reported floating in lake.
Do.....	311.....	4 miles NE.....	.....	.....	.....	.....	Carried naval officers to fishing grounds to investigate fishermen suspected of disloyalty.
Aug. 24.....	7.....	1 mile WNW.....	.....	.....	.....	.....	Moved personal property of woman from Allens Island to Pleasant Point, no outside facilities being available.
Do.....	21.....	1 mile W.....	....., m. b.	.....	10	4	Batteries dead; succored overnight and towed back to camp.
Do.....	26.....	1½ miles NNW.....	Lorraine, m. b.	.....	9	.....	Stranded; stood by until rising tide floated boat.
Do.....	50.....	2 miles E.....	....., skiff.....	.....	2	.....	Stranded in fog; pulled clear and towed to wharf at Cuttyhunk.
Do.....	77.....	1½ miles NE.....	Percy, m. b.	.....	2	.....	Engine disabled; made repairs.
Do.....	126.....	2 miles S.....	....., rowboat.....	.....	3	.....	Warned not to land through surf; took all hands off and brought them and their boat into safe water.
Do.....	133.....	1 mile E.....	Angler, m. b.....	15	30	.....	Grounded on bar, ran line, and private launch pulled boat into deep water and towed her to harbor.
Do.....	153.....	....., m. b.....	....., m. b.....	.....	3	.....	Carried to doctor a man who had broken his arm while working over gasoline engine.
Do.....	239.....	5 miles NE.....	....., skiff.....	.....	6	.....	Capsized while lifting net; 3 men drowned; bodies recovered.
Do.....	247.....	.....	.....	.....	.....	.....	Brought ashore to doctor man who had injured his hand aboard steamer; put man back on board.
Do.....	283.....	½ mile E.....	....., scow.....	.....	.....	.....	Became water-logged and capsized; recovered some material lost out of boat.
Aug. 24, 25.....	252.....	13 miles.....	Mackinac, str.....	1,749	485	.....	Ran on submerged crib; released by tugs after much effort; transferred 250 passengers to shore and put them back on board.
Aug. 25.....	58.....	1½ miles WSW.....	George Hudson, str.....	149	26	.....	Struck rock in fog and sunk, crew rowing ashore; took soundings around vessel.
Do.....	130.....	½ mile SSE.....	.....	.....	.....	.....	Gave restorative treatment to woman removed from the water in a convulsion.
Do.....	165.....	2 miles ENE.....	....., str.....	.....	.....	.....	Warned away from shore by code signal.
Do.....	174.....	3 miles NW.....	Nellie, yt.....	.....	.....	.....	Parted mortars in gale and stranded; boat was floated, but it filled, due to leaks caused by pounding.
Do.....	177.....	2 miles NNE.....	....., str.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	177.....	1 mile SW.....	.....	.....	.....	8	Carried to station and succored 5 inmates of buildings of Pan Island Gun Club that had been washed away in storm.

Do.	202.	1 1/2 miles S	Wink, slip	12	2	Pulled automobile out of sand. Recovered body of boy bather from river. Fouled propeller and went on bar; hauled off and taken into river and propeller cleared.
Do.	281.	1 1/2 miles S	Defender, slip	3	3	Stranded in gale, supplied crew food and water; helped make some repairs and carried master to Roanoke Island to procure tug.
Do.	306.	3 miles W				Found body of man on beach and helped undertaker remove it; supposed to be body of Warren Barton.
Aug. 25, 26.	175.	4 miles NW				Rescued from river a hog that had gone overboard from a gaugplank.
Aug. 26.	46.	2 miles ESE				Damaged boiler; towed to a wharf.
Do.	276.	500 feet SW	Argonaut, str.	188	10	Unable to raise anchor; cut and buoyed chain and towed boat to station mooring.
Aug. 27.	23.	1 1/2 miles SW	Navejo, yt.	3	3	Upset in surf, boatman reaching shore unaided; helped haul boat up on beach.
Do.	150.	3 1/2 miles NE	—, stiff.	2	2	Pulled automobile out of sand. Broken rudder; towed to dock.
Do.	202.	2 miles S	Buffalo, m. b.	2	2	Put out grass fire.
Do.	235.	1 mile N				Put out woods fire that threatened dwelling.
Aug. 28.	31.	1 mile WNW				Jibed and capsized; righted and hauled out and sent on way.
Do.	37.	3 miles N				Stranded in squall; towed to Charleston.
Do.	75.	1 mile N	Cockroach, slip	2	2	Do.
Do.	196.	1 mile W	—, sbt.	2	2	Pulled out of soft sand.
Do.	196.	2 1/2 miles W	Eretnine, slip	2	2	Engine disabled; towed to moorings.
Do.	202.	2 miles S	Automobile	2	2	Helped put out fire in a blacksmith shop at Noma.
Do.	236.	1 mile NW	—, m. b.	2	2	Unable to row against current; towed into Plum Island Basin.
Do.	305.	1 mile NW	—, row boat	2	2	Warned away from bar by Coston signal.
Aug. 29.	20.	1 mile N	—, str.	2	2	Recovered from water body of woman, supposed to be that of a Mrs. Courley.
Do.	88.	1 mile SW				Arrested assailant in a stabbing affray and turned him over to the authorities; assisted doctor in treating wounded man.
Do.	92.	3 1/2 miles W	—, houseboat	5	5	Recovered bodies of two drowned boy bathers; resuscitation attempted.
Do.	110.	1 mile W				Recovered body of drowned man; resuscitation attempted.
Do.	239.	3 miles SW				Sent call for tug to tow vessel in over Columbia River Bar.
Do.	274.	2 miles E	—, sch.			Delivered mail to Desdemona Sands Light Station.
Do.	310.	10 miles W				Warned away from shore by Coston signal.
Do.	311.	1 mile ENE	Sea Foam, str. and tow	25	25	Unable to pick up buoy at harbor entrance in fog; fired gun from station, enabling vessel to make dock.
Aug. 30.	37.	2 miles SW				Engine disabled; went aboard and made repairs.
Do.	319.	1 mile SE	No. 119, m. b.	1	1	Engine disabled; towed to a dock.
Aug. 31.	22.	1 mile SE	Edna, m. b.	1	1	Out of fuel; towed to place where supply could be obtained.
Do.	239.	2 miles S				Hauled ambulance out of sand.
Do.	19.	1 mile S	—, sharpie			Notified light-house inspector of failure of light to burn.
Do.	34.	3 miles NE				Picked up and held for owner.
Do.	92.	1 mile E				Took charge of body found in woods and delivered it to undertaker.
Do.	236.	4 miles WNW				Recovered body of boy who had fallen off a dock.
Do.	239.	1 mile E				Cared for body of man washed up on beach.
Do.	307.	3 1/2 miles S				Sent to a hospital a woman who had been prevented by an outsider from drowning herself.
Do.	324.	2 miles SSW				Engine disabled; towed to yacht club wharf.
Sept. 2.	24.	5 miles ENE	It, m. b.	6	6	Recovered body of man who had drowned himself.
Do.	261.	12 miles SE				Rescued a calf that had fallen overboard from a gaugplank.
Do.	276.	200 feet SW				Ferried 48 boy scouts across channel.
Do.	321.					

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1918.						6	
Aug. 22.	19.	1 mile N.	.....	.....	.....	.....	Automobile party of 5 persons came to station for help, their machine being disabled; made repairs and gave them breakfast.
Do.	236.	14 miles SSW.	.....	.....	.....	.....	Recovered body of man who had drowned himself.
Do.	239.	30 miles NW.	.....	.....	.....	.....	Took charge of and sent to morgue body of woman picked up in lake by steamer.
Do.	270.	1 mile E.	General Hancock, str.	151	.....	.....	Seriously ailed at anchor; pumped out.
Aug. 23.	165.	2 miles SE.	..... str.	.....	.....	.....	Warned away from shore by Coast signal.
Do.	240.	1 mile N.	Lillian, canoe.	.....	4	.....	Went adrift from breakwall, leaving party marooned; picked up canoe and took party ashore.
Do.	280.	1 mile NE.	.....	.....	.....	.....	Recovered body of man reported floating in lake.
Do.	311.	4 miles NE.	.....	.....	.....	.....	Carried naval officers to fishing grounds to investigate fishermen suspected of disloyalty.
Aug. 24.	7.	1 mile WNW.	.....	.....	.....	.....	Moved personal property of woman from Allens Island to Pleasant Point, no outside facilities being available.
Do.	21.	1 mile W.	....., m. b.	.....	10	4	Batteries dead; succored overnight and towed back to camp.
Do.	26.	14 miles NNW.	Loraine, m. b.	.....	9	.....	Stranded; stood by until rising tide floated boat.
Do.	50.	2 miles E.	..... skiff.	.....	2	.....	Stranded in fog; pulled clear and towed to wharf at Cuttyhunk.
Do.	77.	14 miles NE.	Percy, m. b.	.....	2	.....	Engine disabled; made repairs.
Do.	126.	2 miles S.	..... rowboat.	.....	3	.....	Warned not to land through surf; took all hands off and brought them and their boat into safe water.
Do.	133.	1 mile E.	Angler, m. b.	15	30	.....	Grounded on bar; ran line, and private launch pulled boat into deep water and towed her to harbor.
Do.	163.	.....	....., m. b.	.....	3	.....	Carried to doctor a man who had broken his arm while working over gasoline engine.
Do.	239.	5 miles NE.	..... skiff.	.....	6	.....	Capsized while lifting net; 3 men drowned; bottles recovered.
Do.	247.	.....	.....	.....	.....	.....	Brought ashore to doctor man who had injured his hand aboard steamer; put man back on board.
Do.	283.	1 mile E.	..... scow.	.....	.....	.....	Became water-logged and capsized; recovered some material lost out of boat.
Aug. 24, 25.	252.	13 miles.	Macknac, str.	1,749	485	.....	Ran on submerged crib; released by tugs after much effort; transferred 250 passengers to shore and put them back on board.
Aug. 25.	58.	14 miles WSW.	George Hudson, str.	149	26	.....	Struck rock in fog and sunk, crew rowing ashore; took soundings around vessel.
Do.	130.	1 mile SSE.	.....	.....	.....	.....	Gave restorative treatment to woman removed from the water in a convulsion.
Do.	165.	2 miles ENE.	..... str.	.....	.....	.....	Warned away from shore by code signal.
Do.	174.	3 miles NW.	Nellie, yt.	.....	.....	.....	Parted moorings in gale and stranded; boat was floated, but it filled, due to leaks caused by pounding.
Do.	177.	2 miles NNE.	..... str.	.....	.....	.....	Warned away from shore by Coast signal.
Do.	177.	1 mile SW.	.....	.....	.....	8	Carried to station and succored 8 inmates of buildings of Pen Island Gun Club that had been washed away in storm.

Do.	202.	1 1/2 miles S					Pulled automobile out of sand.
Do.	281.	1 1/2 miles S				2	Recovered body of boy bother from river.
Do.	305.	1 1/2 mile W.					Fouled propeller and went on bar; hauled off and taken into river and propeller cleared.
Aug. 25, 26.	175.	4 1/2 miles NW			12	3	Stranded in ice; supplied crew food and water; helped make some repairs and carried master to Roanoke Island to procure tug.
Aug. 26.	46.	2 miles ESE.					Found body of man on beach and helped undertaker remove it; supposed to be body of Warren Barton.
Do.	276.	500 feet SW			188		Rescued from river a hog that had gone overboard from a gauplank.
Aug. 27.	23.	Alcatraz.				3	Damaged boiler; towed to a wharf.
Do.		1 1/2 miles SW					Unable to raise anchor; cut and buoyed chain and towed boat to station mooring.
Do.	150.	3 1/2 miles NE.				2	Upset in surf, boatman reaching shore unaided; helped haul boat up on beach.
Do.	202.	2 miles S					Pulled automobile out of sand.
Do.	235.	1 mile N				2	Broken rudder; towed to dock.
Aug. 28.	31.	1 1/2 mile NW					Put out grass fire.
Do.	37.	3 miles N					Put out woods fire that threatened dwelling.
Do.	75.	1 mile N				2	Jibed and capsized; righted and hauled out and sent on way.
Do.	196.	Cockroach, slip				2	Stranded in squall; towed to Charleston.
Do.	198.	Ereunshine, slip				2	Do.
Do.	202.	Automobile					Pulled out of soft sand.
Do.	236.	—, m. b.				2	Engine disabled; towed to moorings.
Do.	305.	1 mile NW					Helped put out fire in a blacksmith shop at Nome.
Aug. 29.	20.	1 mile NW					Unable to row against current; towed into Plum Island Basin.
Do.	88.	1 mile SW					Warned away from bar by Coast signal.
Do.	92.	1 mile SW					Recovered from water body of woman, supposed to be that of a Mrs. Courley.
Do.	110.	1 mile W				5	Arrested assailant in a stabbing affray and turned him over to the authorities; assisted doctor in treating wounded man.
Do.	239.	3 miles SW					Recovered bodies of two drowned boy bathers; resuscitation attempted.
Do.	274.	2 miles E					Recovered body of drowned man; resuscitation attempted.
Do.	310.	10 miles W					Sent call for tug to tow vessel in over Columbia River Bar.
Do.	311.	—, sch.					Delivered mail to Deadmans Sands Light Station.
Aug. 30.	37.	1 mile ENE					Warned away from shore by Coast signal.
Do.	319.	—, str., and tow.			339	25	Unable to pick up buoy at harbor entrance in fog; fired gun from station, enabling vessel to make dock.
Do.		See Foam, str.					Engine disabled; went aboard and made repairs.
Aug. 31.	23.	—, m. b.					Engine disabled; towed to a dock.
Do.	239.	No. 119, m. b.				1	Out of fuel; towed to place where supply could be obtained.
Sept. 1.	11.	Edna, m. b.				1	Hauled ambulance out of sand.
Do.	19.	—, sharpie					Notified lighthouse inspector of failure of light to burn.
Do.	34.	—, sharpie					Picked up and held for owner.
Do.	92.	—, sharpie					Took charge of body found in woods and delivered it to undertaker.
Do.	236.	1 miles VNW				1	Recovered body of boy who had fallen off a dock.
Do.	239.	1 mile E					Cared for body of man washed up on beach.
Do.	307.	3 1/2 miles S					Sent to a hospital a woman who had been prevented by an outsider from drowning herself.
Do.	324.	2 miles SSW				2	Engine disabled; towed to yacht club wharf.
Sept. 2.	24.	It, m. b.				6	Recovered body of man who had drowned himself.
Do.	261.	12 miles SE					Rescued a calf that had fallen overboard from a gauplank.
Do.	276.	200 feet SW					Ferried 48 boy scouts across channel.
Do.	321.						

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1918.							
Sept. 3.	21.	3 miles S.	2 dories.		4		Capized in surf; occupants reaching shore unassisted; hauled boats out and carried boatmen part way to their homes.
Do.	176.	$\frac{1}{2}$ mile NE.	—, str.				Warned away from shore by Coston signal.
Do.	191.	10 miles S.	Boa Esperanza, Port, sch.	471	9		Windlass broken; sent call for assistance.
Do.	239.	1 mile SE.	Feather, slip.				Recovered body of suicide; resuscitation attempted.
Do.	304.	200 feet NW.					Parted moorings; drifting toward dock; towed to safety and secured.
Sept. 4.	6.	2 miles N.					Dwelling on fire; helped save household goods.
Do.	237.	$\frac{1}{2}$ mile E.					Recovered body of man drowned by falling off dock.
Do.	240.	1 mile SW.	—, m. b.				Engine disabled; unable to complete work of landing workmen from light-house; brought 5 men ashore.
Do.	254.				1		Furnished clothing to destitute man whose house had been destroyed by fire.
Do.	271.	1 mile N.	—, m. b.		2		Engine disabled; stranded; towed to station.
Do.	283.	2 $\frac{1}{2}$ miles E. by S.	—, rowboat.		1		Capized in breakers; occupant drowned; picked up boat.
Sept. 5.	60.	$\frac{1}{2}$ mile SE.	Lobster car.				Parted line and stranded; hauled boat up on beach and saved cargo of lobsters.
Do.	154.	1 mile E.	—, str.				Warned away from shore by Coston signal.
Do.	190.	4 miles NW.	Boa Esperanza, Port, sch.	471	9		Carried master to Beaufort to attend to business with collector of customs and obtain provisions.
Do.	190.	5 miles NW.	Chas. L. Sterling, m. b.		12		Lost propeller; towed to anchorage outside Beaufort Inlet, and sent boat out to tow vessel in.
Do.	247.	$\frac{1}{2}$ mile S.	—, m. b.		1		Put man on board his launch, at anchor offshore, and helped him free her of water.
Do.	305.	do.	Flyer, m. b.	14	3		Carried vessel's dory out to her so master could come ashore.
Sept. 6.	234.	200 feet NE.					Put out fire at pumping station.
Sept. 7.	220.	2 miles N.	—, bge.				Drifted on beach; floated and turned over to owners.
Do.	236.						Brought to Erie body of master of tug Crescent, lost Aug. 18, 1918. Body was found on beach.
Do.	304.	$\frac{1}{2}$ mile SE.	U-213, m. b.		3		Engine disabled; towed to destination.
Sept. 8.	247.						Took charge of and delivered to her mother a small child found on steamer dock.
Do.	310.	9 miles WSW	—, sch.				Sent call for tug to tow vessel in over Columbia River Bar.
Sept. 9.	225.						Took charge of and turned over to coroner body of member of crew of tug Crescent.
Do.	278.	$\frac{1}{2}$ mile E.					Recovered body of man from water and turned it over to police.
Do.	317.	$\frac{1}{2}$ mile N.					Helped put out fire in warehouse.
Sept. 11.	41.	$\frac{1}{2}$ mile NE.	Str.				Warned away from shore by Coston signal.
Do.	241.	200 feet S.					Gave first aid to man who had burned his hand on an electric switch.
Sept. 12.	280.	2 miles S.	—, sch.				Picked up floating body of man and turned it over to police.
Do.	310.						Sent call for tug to tow vessel in over bar.



Sept. 13.....	257.....	60 yards S.....	Russell Stevenson, str.	28	2	Stranded; assisted tug in floating vessel.
Do.....	270.....	4 miles N.....	Robert E. Johnson, str. and tow.	15	3	Listed and badly aleak while in tow; capsized while coast guardsmen were on board trying to lighten vessel; stood by while tug towed scow to harbor.
Do.....	276.....	4 miles SW.....	Ida N., sch.	5	1	Picked up body of man from water and turned it over to coroner.
Do.....	276.....	5 miles NE.....	Jenanna, m. b.	30	5	Assisted on way to hospital a man who had lost a leg in an accident on a vessel.
Do.....	306.....	16 miles S.....	Lustania, m. b.	10	2	Stranded in fog; carried crew to Neah Bay; vessel total loss.
Sept. 14.....	105.....	1 mile SE.....	At station.	3	3	Warned of danger of proceeding over a certain course at night.
Do.....	247.....	At station.	At station.	3	3	Furnished facilities at station for boat's crew to make repairs.
Do.....	311.....	4 miles S.....	At station.	3	3	Helped put out brush fire near Hammond.
Sept. 15.....	14.....	4 miles S.....	At station.	3	3	Delivered telephone message, informing woman her brother had been injured by an automobile.
Do.....	296.....	4 miles NE.....	At station.	3	3	Capsized; occupant swam ashore; righted canoe and took it to station.
Sept. 16.....	2.....	4 miles NE.....	At station.	3	3	Lost in fog; found and piloted to destination.
Do.....	103.....	4 miles S. by W.....	At station.	3	3	Recovered body of drowned man.
Do.....	208.....	1 mile E.....	At station.	3	3	Warned away from beach by Coast signal.
Do.....	231.....	1 mile N.....	At station.	3	3	Engine disabled; repaired and sent on way.
Do.....	234.....	4 miles NE.....	At station.	3	3	Two Polish soldiers in rowboat, trying to enter United States; taken into custody and handed over to immigration authorities at Youngtown.
Do.....	239.....	Near station.....	At station.	3	3	Engine disabled while towing scow; took scow to destination and later helped launch to pier.
Sept. 17.....	44.....	1 1/2 miles ESE.....	At station.	3	3	Mistook light and stranded; under keeper's instructions, vessel floated by her own power.
Do.....	234.....	4 miles SW.....	At station.	3	3	Recovered body from water and turned it over to coroner.
Do.....	310.....	1 mile NNW.....	At station.	3	3	Sent call for tug to tow vessel in over Columbia River bar.
Sept. 18.....	208.....	2 miles NE.....	At station.	3	3	Warned away from beach by Coast signal.
Do.....	283.....	16 miles ESE.....	At station.	3	3	Spring leak; ribs carried away; towed to station by private boat; pumped vessel out; succored crew overnight.
Do.....	310.....	8 miles W.....	At station.	3	3	Sent call for tug to tow vessel in over Columbia River bar.
Do.....	310.....	9 miles WSW.....	At station.	3	3	Do.
Do.....	318.....	4 miles W.....	At station.	3	3	Engine disabled; assisted private boat to take boat in tow.
Sept. 19.....	14.....	4 miles S.....	At station.	3	3	Adrift; picked up and restored to owner.
Do.....	311.....	2 miles E.....	At station.	3	3	Delivered mail to Deadman's Sands Light Station.
Sept. 20.....	6.....	2 miles E.....	At station.	3	3	Stranded in fog; floated on rise of tide and station crew towed her to safe anchorage.
Do.....	14.....	4 miles SSE.....	At station.	3	3	Towed to sea and left adrift; a dead whale that was causing a bad odor parted line while crossing bar in tow; picked up and held until claimed by owner.
Do.....	20.....	1 1/2 miles NE.....	At station.	3	3	Engine disabled; sent call for tug to tow vessel to harbor.
Do.....	209.....	6 miles N.....	At station.	3	3	Carried member of crew of schooner to Portsmouth for medical treatment.
Sept. 21.....	12.....	1 mile NNW.....	At station.	3	3	Batteries exhausted; towed to safe water.
Do.....	72.....	1 mile NE.....	At station.	3	3	Recovered body of man from water and turned it over to coroner.
Do.....	236.....	4 miles N.....	At station.	3	3	On fire, flames extinguished before much damage had been done.
Do.....	276.....	20 yards SW.....	At station.	3	3	Recovered a log that had pumped overboard from a river steamer.
Do.....	276.....	100 yards SW.....	At station.	3	3	Put out brush fire that threatened several buildings in Hammond.
Do.....	311.....	4 miles WSW.....	At station.	3	3	Dragging in strong wind and rough sea; ran line to towboat, but line fouled tug's wheel and both barges went ashore; barges secured by line and floated on 22d, tug assisting.
Sept. 20-22.....	139.....	4 miles NE.....	At station.	3	3	Unable to proceed on account of high wind; towed boat to Portsmouth.
Sept. 22.....	14.....	4 miles S.....	At station.	3	3	Foundered at mooring in fresh wind; hauled ashore, bailed out, and returned to mooring.
Do.....	24.....	4 miles W.....	At station.	3	3	Unable to steam ebb tide; picked up and towed to station.
Do.....	318.....	4 miles S.....	At station.	3	3	Unable to steam ebb tide; picked up and towed to station.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1918.						1	
Sept. 23.	21.						Caught and held until the arrival of relatives, a young man who had escaped from an asylum; succor given.
Do.	276.	500 yards SW.	Isben, m. b.				Recovered horse and wagon that had fallen over levee into river.
Sept. 24.	247.		—, skiff.				Furnished facilities at station for making repairs.
Do.	276.	30 yards N.	—, skiff.				Adrift; picked up and restored to owner.
Do.	306.	7 miles W.	—, skiff.				Carried doctor to attend man who had broken his arm.
Do.	321.		Esperance, sch.				Sent call for tug to tow vessel into San Francisco.
Sept. 25.	183.	100 yards S.	Joe Wheeler, m. b.	10	2		Set on fire by gasoline stove; fire put out before much damage had been done.
Do.	217.	14 miles S.	—, skiff.				Recovered body of man who had fallen off vessel, breaking his neck in fall.
Do.	276.	100 yards SW.	—, skiff.				Recovered 2 hogs that had jumped overboard from a river boat.
Sept. 26.	162.	1 mile S.	—, skiff.				Helped extinguish fire in dwelling.
Do.	235.	34 miles S.	Temple Emery, str.	88	5		Rudder broken; stranded; carried master to station to telephone to owner.
Do.	256.	14 miles SSE.	—, skiff.				Went out and took picnic party off of Bois Blanc Island, the water being too rough for private boat to go after them.
Sept. 27.	45.	8 miles ENE.	Saiyo Maru, Jap. str.	6,550	97		Stranded; under keeper's advice, floated by going full speed astern; stood by until vessel reached safe water.
Do.	221.	2 miles W.	—, sibt.		1		Found in sailboat and brought ashore, body of boy who had accidentally shot himself.
Do.	299.	1 mile E.	—, m. b.		2		Engine stopped by heaving sea; towed to harbor.
Do.	307.	1 mile SE.	—, m. b.				Assisted in putting out dangerous forest fire.
Do.	311.	1 mile E.	—, m. b.				Delivered mail to Desdemona Sands Light Station.
Do.	312.	1 mile E.	—, m. b.				Put out forest fire near station.
Do.	322.	1 mile S.	—, m. b.		2		Helped put out grass fire, started from smokestack of engine.
Sept. 18, 27, 18.	175 and 176.	5 miles NW. station 176.	Minnie and Maud, sch.	20			Dragged anchor and stranded; dug ditch around vessel and she floated on high tide.
Sept. 23.	123.	9 miles ESE.	—, m. b.				Carried engineer officer out to make soundings around sunken steamer Almirante.
Do.	252.	13 miles W.	Niko, str., and tow.	567	7		Barge in tow ran on a submerged crib while entering river; assisted towing steamer in getting barge free.
Sept. 30.	92.	31 miles WSW.	Burdenette, m. b.	14	2		Spring a leak and sank while on way in from fishing grounds; helped save sails; vessel total loss.
Do.	311.	2 miles NNW.	—, str.				Transported assistant light keeper ashore to enable him to catch a train.
Oct. 1.	177.	2 miles NNW.	—, rowboat.				Warned away from shore by Coast signal.
Oct. 2.	238.	1 mile E.	—, rowboat.				Picked up drifting rowboat and restored it to owner.
Oct. 3.	147 and 148.	54 miles SSW.	Mystery, Br. sch.	112	8		Waterlogged; stranded; cooperated with sea patrol boats in floating vessel.
Do.	163.	1 mile NE.	—, str.				Two coast guardsmen accompanied vessel to Delaware breakwater.
Oct. 4.	82.	14 miles NW.	—, m. b.				Vessel's equipment to value of \$2,000 signal.
Oct. 5.	82.	2 miles NW.	—, m. b.				Warned away from beach by Coast signal.
							Engine disabled; towed to dock and made repairs.
							Put out grass fire that threatened dwelling.

Oct. 6.....	123.....	1 mile SE.....	—, skiff.....	.....	.....	.....	Recovered small skiff that had broken adrift while in tow, coming in over bar.
Do.....	107.....	1½ miles SW.....	O. I. C., skiff.....	.....	.....	.....	Broke away from dock; towed back and secured.
Do.....	276.....	300 yards SW.....	.....	.....	.....	.....	Recovered 2 hogs that had jumped overboard from river steamer. Arrived at Nome from Arctic cruise in badly damaged condition. Under official authority keeper accompanied vessel to St. Michael to superintend repairs on Government ways. Owing to bad weather, however, work had to be deferred until spring. Keeper returned to station after an absence of 22 days, from Sept. 14 to Oct. 7, leaving vessel at St. Michael. Engine disabled; made repairs.
Oct. 7.....	305.....	.....	Polar Bear, Can. sch.....	8,155.....	18.....	.....	Plotted into harbor at Point Isabel, Tex.
Oct. 8.....	82.....	1 mile N.....	Rufinready, m. b.....	.....	2.....	.....	Do.
Do.....	222.....	2 miles NE.....	La Tarasoa, m. s.....	60.....	6.....	.....	Do.
Do.....	222.....	do.....	.....	.....	.....	.....	Do.
Do.....	222.....	do.....	La Arzac, m. b.....	.....	.....	.....	Do.
Oct. 9.....	202.....	4 miles S.....	.....	.....	.....	.....	Do.
Oct. 9-10.....	320.....	20 miles NNW.....	Brunswick, str.....	512.....	21.....	.....	Do.
Oct. 10.....	308.....	.....	.....	.....	.....	.....	Do.
Oct. 11.....	120 and 121.....	3 miles WNW. station 121.....	—, cabin cruiser.....	.....	40.....	.....	Do.
Oct. 12.....	202.....	1 mile S.....	.....	.....	.....	.....	Do.
Do.....	247.....	1 mile E.....	Flycia, m. b.....	.....	2.....	.....	Do.
Do.....	305.....	1 mile SW.....	Flyer, Rus. m. b.....	14.....	2.....	.....	Do.
Do.....	311.....	.....	.....	.....	.....	.....	Do.
Oct. 13.....	311.....	Unalaska.....	Charlotte B., str.....	40.....	5.....	.....	Do.
Oct. 14.....	Bea.....	do.....	Dorothy B., str.....	37.....	3.....	.....	Do.
Do.....	do.....	do.....	W. B. Flint, bk.....	952.....	14.....	.....	Do.
Do.....	9.....	1 mile SE. by S.....	John R. Peurose, sch.....	455.....	7.....	.....	Do.
Do.....	11.....	1 mile NE.....	.....	.....	.....	.....	Do.
Do.....	253.....	do.....	.....	.....	.....	.....	Do.
Oct. 15.....	5.....	2 miles NW.....	—, m. b.....	.....	1.....	.....	Do.
Do.....	108.....	1 mile SW.....	.....	.....	.....	.....	Do.
Do.....	263 and 269.....	1 mile W.....	Rosa Belle, sch.....	115.....	15.....	.....	Do.
Oct. 16.....	150.....	1 mile SSW.....	Wm. H. Meekings, sch.....	73.....	2.....	.....	Do.
Do.....	318.....	1 mile SE.....	—, dory.....	.....	1.....	.....	Do.
Oct. 18.....	20.....	Near station.....	.....	.....	.....	.....	Do.
Do.....	32.....	7 miles SE.....	Iris, m. b.....	14.....	2.....	.....	Do.
Do.....	153.....	1 mile E.....	—, m. b.....	.....	9.....	.....	Do.
Do.....	252.....	do.....	.....	.....	.....	.....	Do.
Do.....	280.....	7 miles ENE.....	Panama, m. b.....	10.....	4.....	.....	Do.
Oct. 19.....	311.....	do.....	.....	.....	.....	.....	Do.
Do.....	316.....	1 mile E.....	Vega fm. b.....	10.....	9.....	.....	Do.

high tide.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1918.							
Oct. 20.	22.	3 miles SSE.	—, m. b.		1	1	Line in propeller; helped get boat in to a wharf.
Do.	26.	1 mile NNE.	Grace, m. b.		5	5	Engine disabled; drifting out of channel; towed to safety.
Do.	26.	1 mile NNE.	Ruthe, m. b.		5	5	Do.
Do.	26.	Sheep Island.	—, rowboat.		2	2	Exhausted from rowing in strong wind; towed to safety.
Do.	190.	8 miles S.	Margaret, sch.	1,476	11	11	Leaking and pumps choked; piloted into harbor; sent off messages for master, and towed him in yawl to Reaumont for provisions.
Do.	318.	1 mile S.	—, m. b.		2	2	Engine disabled; drifting toward rough water; picked up and taken to station.
Oct. 21.	54.	300 yards SW.					Gave first aid to boy seriously injured in head by timber thrown from building and carried him to Wakefield to a doctor.
Do.	239.	1 mile.	—, scow.				Recovered body of man from water.
Do.	273.	1 mile.	—, scow.				Badly a leak while in tow; pumped out.
Do.	308.	1 mile E.	Admiral, sch.				Furnished transportation for officer to obtain lighter for guns.
Do.	310.	1 mile E.	Admiral, sch.				Helped tow vessel (a derelict) into port.
Do.	311.	2 miles W.	—, m. b.		2	2	Delivered mail to Desdemona Sands Light Station.
Oct. 22.	187.	14 miles ESE.	Grove, Nor. str.				Fire exhausted; towed to harbor.
Do.	209.	50 feet E.					Discovered ashore; assisted to safe water.
Do.	209.	50 feet E.					Carried to Miami in station truck a couple whose automobile had broken down near station.
Do.	310.	8 miles SSE.	—, sch.				Sent call for tug to tow vessel in over Columbia River Bar.
Oct. 23.	232.	1 mile W.	St. Louis, Can. sch.	600	6	6	Recalled; towed out to harbor.
Do.	283.	7 miles N. by E.	Calumet, str.	62	6	6	Engine disabled in lake; telephoned for tugs, and when they arrived ran lines; vessel taken into port.
Oct. 24.	61.	1 mile SSE.	Jamerson, Can. sch.				Put out fire in cottage; also saved furniture.
Do.	232.	1 mile W.	Jamerson, Can. sch.	200	4	4	Towed out of harbor; no tug being available.
Oct. 25.	289.	1 mile N. by E.					Went aboard boat and gave first aid to injured man, then carried him ashore for hospital treatment.
Do.	308.	8 miles SW.	J. E. Boyden, str., and tow.				Furnished transportation to officer of United States Coast Artillery.
Oct. 26.	310.	Admiralty Inlet.	J. E. Boyden, str., and tow.	25	9	9	Sent call for tug to tow vessel in over Columbia River Bar.
Do.	310.	Admiralty Inlet.	J. E. Boyden, str., and tow.				Vessel, with tow of logs, being driven into danger by wind and tide; helped tow raft to safety.
Oct. 27.	26.	1 mile W.	Jerry, m. b.		2	2	Engine disabled; towed to destination.
Do.	92.	1 mile N.	Allegro, m. b.		2	2	Do.
Do.	321.	50 yards SSW.					Pulled two automobiles out of sand.
Oct. 27-28.	248 and 249.	2 miles NNW. station 248.	Lake Arline, str.		37	37	Went on reef in fog; took soundings, ran anchor, and otherwise assisted in work of releasing vessel.
Oct. 28.	94.	1 mile S.					Building set on fire by gasoline explosion; adjacent buildings protected.
Do.	209.	1 mile S.					Gave first aid to man whose hand had been badly injured by engine of motor boat.
Oct. 29.	10.	3 miles N.					Warned away from shore by Coston signal.

Do.	252	1 mile NW	Alleghi, m. b.	29	5	Struck reef and broke steering gear; hove off with block and tackle and taken to dock.
Do.	311					Carried lighthouse employee from Hammond to Desdemons Sands Light Station.
Oct. 30	29					Went to town for medicine to relieve woman suffering from cancer.
Do.	247	1 1/2 miles E.	E. C. Corey, str.			Put mate on board his vessel and landed substitute mate and sheltered him overnight.
Do.	311	1/2 mile E.	Lotus, m. b.	1		Engine disabled; put in working order.
Do.	313	3 miles S. by E. station 112.	—, raft.			Broke away from tug; about to go on rocks; put line on raft and tug then towed her to safety.
Oct. 29-31	112 and 113	10 1/2 miles S. by E. station 112.	Chaparro, Span. str.	29	23	Cared for 23 member of crew of steamer, they having landed in own boats after their vessel had been sunk by mine or torpedo.
Oct. 31	92	5 miles WSW.				Helped recover drifting buoy.
Do.	37	300 yards E.	—, dory.	1	1	Stranded in fog; occupant succored and furnished money to get home; boat held until he could return for it.
Nov. 1	12	3 miles E. by S.	—, dory.			Adrift; picked up and held for claimant.
Nov. 3	29	500 yards NW				House chimney on fire; wet down roof and put fire out with chemicals.
Do.	80	4 miles W.	—, m. b.	1		Out of fuel; supply loaned.
Do.	80 and 81	1 1/2 miles E. station 81.				Put out grass and woods fire, thereby protecting a number of buildings in locality.
Nov. 3-4	120 and 122	3 miles SSE. station 120.	Thyra S., Dan. str.	1,194	17	Off reckoning; went on Little Egg Shoal; crew of station 120 sent off messages for master, and crew of station 122 took soundings and directed master how to steer when vessel came off; floated by tugs on morning of the 4th.
Nov. 4	54	130 yards SW. by S.				Picked up and carried to station woman who had fallen unconscious on beach; gave first aid, called a doctor, and turned woman over to authorities.
Do.	165	2 1/2 miles N.	—, str.			Warned away from beach by Coast signal.
Do.	246	3 miles E.	William R. Linn, str.	4,328	25	Collided with unknown steamer and sunk, crew escaping to barge in tow; notified owners of casualty.
Nov. 6	77	1 mile NNE	—, m. b.		2	Engine disabled; picked up and towed to safety.
Do.	232	500 yards NW	Birdie Calkins, sch.	200	5	Towed from harbor into lake, no tug being available.
Do.	257	1 mile E.	Staford, sch.	196	6	Stranded in rough sea and filled; landed crew; assisted tugs in floating vessel.
Do.	276	300 yards NE				Picked up a hog that had fallen into river off levee.
Do.	325	1 1/2 miles NE				Recovered body of drowned boy.
Nov. 7	46	1 mile SE	—, 3 dories		5	Assisted 3 dories to land through surf.
Do.	255	8 miles W	Welcome, m. b.	13	8	Engine disabled; occupants anchored boat and came ashore; went out and towed her into Sand Bay.
Nov. 8	23	1 mile NW				Carried doctor out to vessel suspected of having smallpox on board.
Do.	29					Bungalow on fire; unable to save building, but saved several dwellings adjacent.
Do.	46	1 mile SE	—, 3 dories.		5	Assisted dories to land through surf.
Do.	69	1 mile S. by W	—, str.			Warned away from shore by Coast signal.
Do.	70	1 1/2 miles WSW	—, str.			Do.
Do.	304	1 mile S	U-182, m. b.		1	Engine disabled; towed to a dock.
Nov. 9	308	5 miles SSW	Fred Baxter, str.	1,294	24	Grounded on spit at bay entrance; floated before station crew arrived, but lost her rudder; piloted into safe anchorage.
Nov. 10	205	20 miles NE	Asta, Swed. bkn.	281	8	Spring leak and capsized; crew made shore in small boat after drifting for 24 hours; succored crew.
Do.	309	100 yards.				Gave first aid to man who had been thrown off a horse and sustained a broken ankle.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1918							
Nov. 12.	29.	1 mile NW.					Cottage discovered on fire; fire put out with small loss.
Do.	47.	$\frac{1}{2}$ mile N.					Telephoned for doctor to attend sick man.
Do.	176.	3 miles W.	—, m. b.		3		Telephoned for launch to meet boat having sick man on board and take him to Wauchese.
Do.	276.	200 feet E.					Team of mules with loaded truck went over levee into river; rescued mules and recovered truck.
Do.	310.	10 miles SW.	—, sch.				Sent call for tug to tow vessel in over Columbia River bar.
Nov. 13.	61.	1 mile NW.	—, m. b.	5	2		Sunk; due to leak; raised with block and tackle and hauled out on beach.
Nov. 14.	310.	3 miles SW.					Picked up buoy that had broken from mooring and gone on Peacock Spit.
Nov. 14.	247.		Don, m. b.				Assisted in getting boat out of water and onto dock.
Do.	284.	44 miles SW.					Recovered body of insane man who had drowned himself.
Nov. 16.	5.	1 mile E.	—, m. b.		1		Out of fuel; supply launched.
Do.	88.	1 mile SW.	—, str.				Warned away from bar by Coston signal.
Do.	166.	2 miles NE.	—, str.				Warned away from beach by Coston signal.
Do.	216.	2 miles E. by S.	Santa Flavia, m. s.	2,133	27		Blown on mud bank in gale; ran hawsers and otherwise assisted tugs that pulled vessel off.
Do.	217.	1 mile SSW.					Recovered body of man drowned by falling overboard while in a fit.
Do.	311.						Delivered mail to Deadman's Sands Light Station.
Nov. 17.	103.	$\frac{1}{2}$ mile S.	Stranger, m. b.		2		Engine disabled; leaking; run ashore to prevent sinking; floated, towed to safe place, and bailed out.
Nov. 18.	145 and 146.	14 miles N. sta. 146.	—, m. b.				Boat from stranded steamer Saetie found in surf; hauled out on beach.
Do.	325.	1 mile E.					Recovered body of hunter drowned in Lake Merced.
Nov. 19.	15.	1 mile SW.	—, dory.				Dressed into surf; hauled out on beach.
Do.	45.	3 miles N.					Carried wife of light keeper to Nantuxet, on her way to the home of her mother, who had died.
Nov. 20.	9.	$\frac{1}{2}$ mile NW.					Removed store of vegetables from neighbor's cellar to prevent damage by water, due to high tides and rains.
Nov. 21.	9.	1 mile NW.	—, m. b.				Hauled out of ice and made safe for winter.
Do.	47.	1 mile W.					Removed to safety; a barn behind overturned by surf.
Do.	88.	3 miles SW.	Carib, str.	3,000	42		Lost bearings and stranded; notified officers of casualty.
Do.	311.						Delivered mail to Deadman's Sands Light Station.
Nov. 22.	310.	Baltimore, Md.	F. Q. Barstow str.	7,800	50		Caught fire from burning dock; helped tug run vessel on flats.
Do.	132.	1 mile S.	Marie, pound boat.		3	2	Rudder damaged while crossing bar; picked up and towed to destination.
Do.	207.	3 miles E.	—, m. b.		2		Engine disabled; stranded; cared for overnight and given change of clothing.
Nov. 22.	236.	1 mile SW.	Gogebic, str.	1,680	20		Stranded; took soundings and otherwise assisted tugs in floating vessel.
Nov. 23.	236.	1 mile SW.	Anna May, m. b.		6		Rudder broken; picked up and towed to moorings.
Nov. 24.	26.	14 miles SE.	Water Witch, m. b.		2		Lost rudder; towed to East Boston.
Do.	176.	3 miles E.	—, str.				Warned away from shore by Coston signal.
Do.	309.	1 mile S.					Hauled automobile out of sand and surf.
Nov. 25.	46.	$\frac{1}{2}$ mile SE.	—, 3 dories.		5		Assisted in landing through surf.

Do.	247.	1 mile E.	—, skiff	2	23	Unable to return ashore from pier because of high wind; landed boatmen and brought their skiff ashore also.
Do.	307.	2 miles NE.	President Lincoln III, m. b.	8		Assisted inspector to take charge of vessel that had been illegally fishing; piloted vessel to Hoquiam.
Nov. 26, 27.	231.	5 miles S.				Recovered body of one of two men drowned at Little Sandy Pond.
Nov. 27.	15.	4 mile SW.				Assisted 3 dories to land through surf.
Do.	46.	4 mile SE.	3 dories	6		Assisted 3 dories to land through surf.
Do.	59.	4 miles W.	J. A. McKee, Can. str.	30	16,000	Mistook light and stranded; ran lines for tugs having in hand floating of vessel.
Do.	311.	200 feet NE.	Queen City, str.	56	624	Delivered mail to Desdemona Sands light station.
Nov. 28.	276.	1 mile E.				Unable to get alongside wharf on account of high wind; ran lines from wharf to steamer.
Nov. 26, 28.	247.	1 mile W. station 77.	Alice May Davenport, sch.	10	1,114	Furnished transportation to officers and employees of the Light House Service.
Nov. 29.	77, 78.	1 miles W.	—, str.			Stranded in gale; ran lines and handled gear for tugs; vessel pulled off Dec. 13.
Do.	82.	1 miles NW.	—, m. b.	2		Warned away from shore by Coston signal.
Do.	84.	2 miles SW.	—, str.			Engine disabled; stranded; set engine running and piloted boat to harbor.
Do.	88.	1 mile NW.	—, str.			Warned away from bar by Coston signal.
Do.	154.	1 mile NW.				Carried disabled man to Wachapreague to a doctor.
Do.	235.	1 mile NW.				Gas buoy broke from mooring and went against sea wall; made line fast to buoy and tug towed it to harbor; value of buoy \$3,000.
Do.	247.	1 mile E.	Livingstone, str.	3	78	Landed master to obtain provisions for his vessel.
Nov. 30.	288.	2 miles NW.	Petrel, sch.	6		Stranded in thick weather; assisted by lighthouse tender "Sumac," released vessel and towed her to a safe mooring.
Do.	308.	1 mile N.	No. 2, bucket dredge.			Carried a sick soldier by boat to hospital at South Bend, Wash.
Do.	317.	1 mile N.				Assisted tug in getting dredge in tow, in order to save it from going adrift to sea.
Dec. 1.	29.	1 mile N.	Pearl B., m. b.	1	5	Went to Duxbury to procure medicine for woman afflicted with cancer.
Do.	47.	1 1/2 miles NE.	Esta, m. b.	1		Dragged anchor in gale and stranded; ran extra anchor and when blow subsided took boat to safe anchorage; succor afforded.
Do.	47.	3 miles NE.	—, m. b.	2		Dragged anchor in gale and stranded; ran anchor, and when blow subsided took boat to safe anchorage; succor given.
Do.	83.	3 miles NE.	Rufenedy, m. b.	2		Engine disabled; hauled out on beach.
Do.	269.	2 miles NE.	U. S. Lighthouse, m. b.	2		Broke mooring and went adrift, leaving boatmen marooned on Bank Point Light; picked men up and placed them aboard their boat.
Do.	295.	1 mile NW.	—, str.	32		Warned away from shore by Coston signal.
Dec. 2.	43, 44.	1 mile SW. station 44.	Manchionea, Nor. str.		1,654	Mistook light and went on Shoreful Shoal; floated and piloted to Pollock Rip Light.
Do.	88.	2 miles SW.	—, str.			Warned away from shore by Coston signal.
Do.	217.	1 mile N.	Mason, bge.	2	90	Spurred boat while in tow; compelled to anchor; picked up anchors and helped set barge where she could be pumped out.
Do.	294.	3 miles E.	Arthur G., m. b.	2		Engine disabled; batteries and spark coil removed and overhauled.
Dec. 4.	190, 191.	1 mile S. station 190.	Flet, yt.	4		Went on beach in gale; floated Dec. 7; occupants succored at station 190.
Do.	234.	2 miles E.	—, m. b.	3		Warned away from shore by Coston signal.
Do.	313.	2 miles NE.	Mudhen, m. b.	6		Engine disabled; overtaken while drifting and anchored until engine could be started.
Do.	316.	1 mile E.	Vega, m. b.	1	10	Went on sand spit; landed 5 passengers; vessel floated on rise of tide.
Dec. 5.	71.	1 mile E.	—, str.			Warned away from shore by Coston signal.
Do.	83.	1 1/2 miles NE.	Dorothy L., m. b.	1		Missed moorings and stranded; ran anchor.
Do.	307.	1 mile NW. by W.				Recovered body of man washed overboard from tug Cleaner.
Do.	308.		Horace Baxter, str.			Took pilot off outward-bound steamer and brought him ashore.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1918.							
Dec. 6.....	241.....	2 miles NE.....	Pierce McClouth, str. and tow.	474	.....	.....	Towline in propeller; telephoned for tug, which came and cleared wheel.
Do.....	296.....	At station.....	Clara S., m. b.....	30	5	.....	Propeller fouled; pulled boat out on station launchway and removed 50 pounds of wire from shaft.
Do.....	307.....	6 miles W.....	Stanwood, sch.....	.....	.....	.....	Went outside bar and took pilot off outward-bound vessel.
Dec. 7.....	311.....	.....	Fred Baxter, str.....	.....	.....	.....	Do.
Dec. 5-8.....	252 and 253.....	14 miles W. station 252.	F. R. Buell, str.....	951	17	.....	Carried man ashore from Desdemona Santa's Light to enable him to obtain material for repairing fog whistle.
							Stranded on Grass Island, Thunder Bay, in blinding snowstorm and with temperature at 20; steamer's distress whistles heard at station 14 miles away. Lifeloot from station 252 found vessel after 3-hour search.
							While station crew were aboard her the sea rose very high, working her clear. The coast guardsmen thereupon left her. She shortly grounded again, however, and her distress calls brought them back. The lifeloot now filled with ice and snow, and her engine not furnishing sufficient power to haul her in the storm, succeeded nevertheless in getting alongside, but no one on board dared appear on deck to take their line.
							At this critical moment their engine stopped, and the stern of the life boat struck a rock, unshipping the rudder and damaging the propeller. The boat couldn't anchor among the rocks, and she couldn't seek safety in flight. Unable to escape, the keeper therefore ran her hard and fast aground, hoping thereby to prevent her from pounding to pieces. The crew lived out the night, and the next morning a small tug, arriving on the scene, put them on board the Buell. Two other tugs appeared during the day, but they did not have power enough to pull steamer clear.
							On the 7th, the tug Duncan City released her after several hours' effort, the crews of stations 252 and 253 assisting. The Buell suffered no damage, apparently.
Dec. 9.....	190.....	10 miles SE.....	Constantia, str.....	3,000	54	.....	Mistook light and went on shoals; stood by until vessel floated by her own power, and gave master directions for getting clear of shoals.
Do.....	237.....	14 miles NE.....	F. J. Tollon, str.....	24	5	.....	Went on breakwater; badly aleak; took crew off and tug pulled vessel clear; manned pumps and helped install siphon.
Do.....	310.....	10 miles SW.....	....., sch.....	.....	.....	.....	Sent cutt for tug to tow vessel in over Columbia River Bar.
Dec. 10.....	83.....	$\frac{1}{4}$ mile NE.....	River Queen, str. and tow.	.....	3	.....	Removed from windward to lee side of dock, and ran line to vessel that came and towed boats away.
Do.....	88.....	2 miles SW.....	....., str.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	191.....	1 mile N.....	....., m. b.....	.....	1	.....	Engine disabled; made an anchorage during night, and next day towed to station and held until owner appeared.
Do.....	247.....	1 mile E.....	Manistique, str.....	.....	.....	.....	Brought ashore master and 3 members of crew, and later in day put them back on board.



Do.	256.	300 yards SW.	Sea Wing, m. b.			Parted line and stranded in heavy sea; secured by lines until wind and sea moderated.
Dec. 11.	310.	10 miles W.	—, sch.			Sent call for tug to tow vessel in over Columbia River Bar.
Dec. 13.	6.	7 1/2 miles SSE.	—, m. b.	1		Furnished transportation to man called home by sickness in family.
Dec. 14.	276.	30 yards E.				Recovered 2-mile truck team that had gone off gang-plank into the Ohio River.
Dec. 15.	88.	1 1/2 miles S.	—, str.			Warned away from shore by Coston signal.
Dec. 16.	310.	12 miles W.	—, sch.			Sent call for tug to tow vessel in over Columbia River Bar.
Dec. 16.	29.	3 miles NNW.				Fire in group of cottages; unable to save cottages, but protected near-by dwellings.
Do.	164.	1 mile E.	—, str.			Dangerously near beach in fog; warned away by code signal.
Do.	247.	3 miles E.	C. D. Thompson, str.			Advised owners at Port Huron of expected arrival of steamer with section of steamer Palnogue in tow.
Do.	276.	60 yards SW.				Recovered cow in Ohio River, in danger of going over the falls.
Do.	311.					Delivered mail to Desdemona Sands Lighthouse.
Dec. 17.	183.		Dorothy L., m. b.			Helped get boat out on beach.
Do.	193.					Delivered message to vessel anchored offshore.
Dec. 17, 18.	247.	60 rods E.	Leidhauser Brothers, str.	28	2	Spring leak at dock; leaking badly; helped raise stern, so repairs could be made.
Dec. 18.	276.	1 mile SW.				Recovered cow that had jumped overboard from steamer.
Dec. 19.	46.	1 mile SE.	—, 3 dories.		6	Assisted in landing through surf.
Do.	151.	1 mile NW.				Picked up flock of sheep that had been marooned by tide.
Do.	161.	1/2 mile N.	Mable Gale, sch.	762		Warned away from shore by Coston signal and tug sent out, which towed her into harbor.
Dec. 20.	46.	1 mile SE.	—, 4 dories.		8	Assisted in landing through surf.
Do.	48.	1 mile E.	—, dory.			Adrift: picked up and towed into harbor.
Do.	196.	2 miles NW.	Try-On, m. b.	15	4	Engine disabled; blown into marsh; assisted tug in pulling boat clear.
Do.	241.	1 mile E.				Fire in house put out with small loss.
Do.	311.					Delivered mail to Desdemona Sands Light Station.
Dec. 21.	47.	At station.		1		Secured man who had become lost and put him on road where he could find his way.
Dec. 22.	247.	1 mile E.	Stephen Chase, str.	45	7	Unable to find way into harbor in fog; guided in by signals made at entrance.
Do.	151.	2 1/2 miles NE.	Wm. H. Meekings, sch.	73	3	Stranded, due to buoy being out of position; carried master to Chincoteague with some equipment he had saved; vessel, valued with cargo at \$15,000, lost.
Do.	247.	3 miles E.	—, skiff.		2	Unable to row against wind; picked up and towed into harbor.
Do.	317.	4 miles N.				Automobile ran off ferry with man, woman, and child on board; 3 saved by ferryman, child drowned; helped recover body and raise automobile.
Dec. 23.	255.	14 miles NNW.				Carried to Cheboygan to a doctor a man whose hand had been injured by a circular saw.
Do.	278.	1 mile NE.				Recovered body of woman suicide from surf.
Do.	311.					Delivered mail to Desdemona Sands light station.
Dec. 24.	287.	100 yards NW.				Carried to doctor a man who had broken his leg, and assisted in setting leg.
Dec. 25.	123.	75 yards E.	Industry, m. b.			Put out fire in cottages; flames extinguished before fire department arrived.
Do.	222.	1 mile NE.	City of Marquette, str.	20	4	Piloted into harbor.
Do.	282.	50 yards W.	—, str.	295		Parted mooring lines at dock and in danger of going adrift; made secure.
Dec. 26.	70.	1 mile E.	—, str.			Warned away from shore by Coston signal.
Do.	86.	1 1/2 miles SW.	—, str.			Dangerously near shore; warned away by Coston signal.
Do.	280.	1 mile W.	U. S. Lighthouse, m. b.		31	Engine disabled while engaged in transferring workmen to outer break-water; performed work of transfer.
Dec. 27.	204.	2 miles NNE.	—, str.			Warned away from shoals by code signal.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1918.							
Dec. 6.....	241.....	2 miles NE.....	Pierce McClouth, str. and tow.	474	.....	.....	Towline in propeller; telephoned for tug, which came and cleared wheel.
Do.....	286.....	At station.....	Clara S., m. b.....	30	5	.....	Propeller fouled; pulled boat out on station launchway and removed 50 pounds of wire from shaft.
Do.....	307.....	6 miles W.....	Stanwood, sch.....	.....	.....	.....	Went outside bar and took pilot off outward-bound vessel.
Do.....	308.....	.....	Fred Baxter, str.....	.....	.....	.....	Do.
Dec. 7.....	311.....	.....	.....	.....	.....	.....	Carried man ashore from Desdemona Sands Light to enable him to obtain material for repairing fog whistle.
Dec. 5-8.....	252 and 253.....	14 miles W. station 252.	F. R. Buell, str.....	951	17	.....	Stranded on Grass Island, Thunder Bay, in blinding snowstorm and with temperature at 20; steamer's distress whistles heard at station 14 miles away. Lifeboat from station 252 found vessel after 3-hour search. While station crew were aboard her the sea rose very high, working her clear. The coast guardsmen thereupon left her. She shortly grounded again, however, and her distress calls brought them back. The lifeboat, now filled with ice and snow, and her engine not furnishing sufficient power to handle her in the storm, succeeded nevertheless in getting alongside; but no one on board dared appear on deck to take their line. At this critical moment their engine stopped, and the stern of the lifeboat struck a rock, unshipping the rudder and damaging the propeller. The boat couldn't anchor among the rocks, and she couldn't seek safety in flight. Unable to escape, the keeper therefore ran her hard and fast aground, hoping thereby to prevent her from pounding to pieces. The crew lived out the night, and the next morning a small tug, arriving on the scene, put them on board the Buell. Two other tugs appeared during the day, but they did not have power enough to pull steamer clear. On the 7th, the tug Bureau City released her after several hours' effort, the crews of stations 252 and 253 assisting. The Buell suffered no damage, apparently.
Dec. 9.....	190.....	10 miles SE.....	Constantia, str.....	3,000	54	.....	Mistook light and went on shoals; stood by until vessel floated by her own power, and gave master directions for getting clear of shoals.
Do.....	237.....	1½ miles NE.....	F. J. Tolon, str.....	24	5	.....	Went on beach; badly leaked; took crew off and tug pulled vessel clear; seaward pumps and belled instead of astern.
Do.....	310.....	10 miles SW.....	..... sch.....	.....	.....	.....	Sent call for tug to tow vessel in over Columbia River Bar.
Dec. 10.....	83.....	¾ mile NE.....	River Queen, str. and tow.	.....	3	.....	Removed from windward to lee side of dock, and ran line to vessel that came and towed boats away.
Do.....	88.....	2 miles SW.....	..... str.....	.....	.....	.....	Warned away from shore byoston signal.
Do.....	191.....	1 mile N.....	....., m. b.....	.....	1	.....	Engine disabled; made an anchorage during night, and next day towed to station and held until owner appeared.
Do.....	247.....	1 mile E.....	Manistique, str.....	.....	.....	.....	Brought ashore master and 3 members of crew, and later in day put them back on board.

Do.	256	300 yards SW.	Sea Wing, m. b.						
Dec. 11	310	10 miles W.	—, sch.	—	—	—	—	—	Period line and stranded in heavy sea, secured by lines until wind and sea moderated.
Dec. 13	6	73 miles SSE	—, m. b.	—	—	—	—	—	Sent call for tug to tow vessel in over Columbia River Bar.
Do.	276	30 yards E.	—, m. b.	—	—	—	—	1	Furnished transportation to man called home by sickness in family. Recovered 2-mule truck team that had gone off gang-plank into the Ohio River.
Dec. 15	88	13 miles S.	—, str.	—	—	—	—	—	Warned away from shore by Coston signal.
Do.	310	12 miles W.	—, sch.	—	—	—	—	—	Sent call for tug to tow vessel in over Columbia River Bar.
Dec. 16	29	3 miles NNW.	—, sch.	—	—	—	—	—	Fire in group of cottages, unable to save cottages, but protected nearly-by dwellings.
Do.	164	1 mile E.	—, str.	—	—	—	—	—	Dangerously near beach in fog; warned away by code signal.
Do.	247	3 miles E.	C. D. Thompson, str.	—	—	—	—	—	Advised owners at Port Huron of expected arrival of steamer with section of steamer Fairportage in tow.
Do.	276	60 yards SW.	—	—	—	—	—	—	Recovered cow in Ohio River, in danger of going over the falls.
Do.	311	—	—	—	—	—	—	—	Delivered mail to Desdemona Sands Lighthouse.
Dec. 17	93	—	Dorothy L., m. b.	—	—	—	—	—	Helped get boat out on beach.
Do.	193	—	—	—	—	—	—	—	Delivered message to vessel anchored offshore.
Dec. 17, 18	247	60 rods E.	Leidhauser Brothers, str.	—	—	—	—	28	Spring leak at dock; leaking badly; helped raise stern, so repairs could be made.
Dec. 18	276	1 mile SW.	—	—	—	—	—	—	Recovered cow that had jumped overboard from steamer.
Dec. 19	46	1 mile SE.	—, 3 dories.	—	—	—	—	6	Assisted in landing through surf.
Do.	151	1 mile NW.	—, 1 mile N.	—	—	—	—	—	Picked up flock of sheep that had been marooned by tide.
Do.	161	1 mile N.	Mable Gale, sch.	—	—	—	—	762	Warned away from shore by Coston signal and tug sent out, which towed her into harbor.
Dec. 20	46	1 mile SE.	—, 4 dories.	—	—	—	—	—	Assisted in landing through surf.
Do.	48	1 mile E.	—, dory.	—	—	—	—	—	Adrift; picked up and towed into harbor.
Do.	196	2 miles NW.	Try-On, m. b.	—	—	—	—	15	Engine disabled; blown into marsh; assisted tug in pulling boat clear.
Do.	241	1 mile E.	—	—	—	—	—	—	Fire in house put out with small loss.
Do.	311	—	—	—	—	—	—	—	Delivered mail to Desdemona Sands Light Station.
Dec. 21	47	At station.	—	—	—	—	—	—	Shoored man who had become lost and put him on road where he could find his way.
Dec. 22	247	1 mile E.	Stephen Chase, str.	—	—	—	—	45	Unable to find way into harbor in fog; guided in by signals made at entrance.
Do.	151	2½ miles NE.	Wm. H. Meekings, sch.	—	—	—	—	73	Stranded, due to buoy being out of position; carried master to Chincoteague with some equipment he had saved; vessel, valued with cargo at \$15,000, lost.
Do.	247	3 miles E.	—, skiff.	—	—	—	—	—	Unable to row against wind; picked up and towed into harbor.
Do.	317	4 miles N.	—	—	—	—	—	—	Automobile ran off ferry with man, woman, and child on board; 3 saved by ferryman, child drowned; helped recover body and raise automobile.
Dec. 23	255	14 miles NNW.	—	—	—	—	—	—	Carried to Cheboygan to a doctor a man whose hand had been injured by a circular saw.
Do.	278	1 mile NE.	—	—	—	—	—	—	Recovered body of woman suicide from surf.
Do.	311	—	—	—	—	—	—	—	Delivered mail to Desdemona Sands light station.
Dec. 24	287	100 yards NW.	—	—	—	—	—	—	Carried to doctor a man who had broken his leg, and assisted in setting leg.
Dec. 25	123	75 yards E.	Industry, m. b.	—	—	—	—	—	Put out fire in cottage; flames extinguished before fire department arrived.
Do.	222	1 mile NE.	City of Marquette, str.	—	—	—	—	20	Picked into harbor.
Do.	282	50 yards W.	—, str.	—	—	—	—	295	Parted mooring lines at dock and in danger of going adrift; made secure.
Dec. 26	70	1 mile E.	—, str.	—	—	—	—	—	Warned away from shore by Coston signal.
Do.	86	1½ miles SW.	—	—	—	—	—	—	Dangerously near shore; warned away by Coston signal.
Do.	280	1 mile W.	U. S. lighthouse, m. b.	—	—	—	—	—	Engine disabled while engaged in transferring workmen to outer break-water; performed work of transfer.
Dec. 27	204	2 miles NNE.	—, str.	—	—	—	—	—	Warned away from shoals by code signal.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons on succored.	Remarks.
1918.							
Dec. 27.	247.	1 mile E.					Carried United States engineer to south breakwater pier on an inspection trip.
Do.	247.	do.	—, skiff.		2		Fast in ice at harbor entrance; broke channel and brought skiff into dock.
Dec. 28.	47.	3 miles NW.	Nestor, m. b.	5	2		Floated boat involved in preceding case and brought her into harbor.
Do.	247.	1 mile E.	—, skiff.		2		Fast in ice floe and being carried into lake; broke channel and brought boat in to dock.
Dec. 30.	4.	1½ miles W.	Fred B. Balano, sch.	263	7		Went on Corn Lodge in snow squall; transferred crew with their effects to another vessel; vessel lost.
Do.	310.	10 miles W.	—, sch.				Sent call for pilot to bring vessel in over Columbia River Bar.
Do.	311.	10 miles W.	—, sch.				Delivered mail to Peddemona Santa Light Station.
Dec. 31.	155 and 156.	10 miles SW. station 155.	Geneva Kathleen, sch.	533	9		Mistook light and stranded; sent off messages, took soundings, etc.
Do.	161.	2 miles NW.					Automobile disabled and stuck in sand; pulled out and towed to place of safety.
Do.	259.						Rendered valuable medical and other aid to various families afflicted with the "flu."
Do.	276.	30 yards E.					Recovered horse and wagon that had gone overboard from wharf boat.
Do.	280.	2½ miles N. by E.	Marlion, m. b.	12			Worked from anchorage by ice and dangerously near reef; towed back to berth.
Do.	310.	12 miles SW.	—, sch.				Sent call for tug to tow vessel in over Columbia River Bar.
1919.							
Jan. 1.	88.	2 miles SE.	—, str.				Warned away from beach by Coston signal.
Do.	147.	½ mile ENE.	—, str.				Do.
Jan. 2.	161.	½ mile SE.					Removed to safety 2 auto trucks abandoned on beach and in wash of tide and surf.
Jan. 3.	164.	1 mile SE.	—, str.				Warned away from beach by Coston signal.
Do.	164.	3 miles S.	—, str.				Do.
Do.	165.	3 miles NNE.	—, str.				Do.
Do.	216.	2 miles W. by N.	—, str.				Residence on fire at Sabine; helped remove household goods and clothing from building.
Do.	276.	65 yards SW.					Recovered oil tank that had fallen into the river while being loaded onto wharf boat.
Jan. 4.	175.	5 miles SW.	Shearwater, sch.	20	2		Reported to owners at request of master.
Jan. 5.	10.						Placed 2 radio operators on board Portland lightship.
Do.	30.	½ mile SE.	Marsala, m. b.		3		Warned master that he was in a poor anchorage for weather threatening storm.
Do.	324.	½ mile SSW.					Removed to safety a tractor that had stalled in the surf.
Jan. 6.	30.	1 mile N.					Extricated automobile stalled in sand and in danger from rising tide.
Do.	37.	½ mile E.	—, str.				Warned away from shore by Coston signal.

Jan. 8.....	217.....	2 miles E.....	Marie, m. b.....	43.....	6.....	Vessel caught fire, compelling crew to run her onto jetty to save themselves; took men on jetty; vessel total loss.
Do.....	321.....					Assisted with mail in post office at Rollins, postmaster being incapacitated by influenza.
Jan. 9.....	9.....	1 mile ENE.....				Transported doctor on his way home from a professional call.
Do.....	125.....	300 yards NE.....				Assisted in putting out fire in dwelling near station.
Do.....	313.....		Samson, str. and tow.....	278.....	12.....	Picked in over bar tug with barges in tow; on delivery of barge at destination, piloted tug out again.
Jan. 10.....	10.....	1 miles S.....				Transferred radio operator to Portland lightschip.
Jan. 12.....	164.....	1 1/2 miles NE.....				Pulled automobile out of sand; sheltered passengers overnight and hauled machine next day to Seaside.
Jan. 13.....	28.....	1 1/2 miles NE.....				Carried doctor from Fort Warren to Boston Light to attend keeper's wife and back again to the fort.
Do.....	56.....	4 miles NW.....				Helped subdue fire in farm building.
Do.....	272.....	8 miles S.....				Reported discovery of drifting light buoy.
Do.....	280.....	2 miles N.....				Carried mail carrier with mail from Lobdells Point to Northport and return, his boat having become fast in ice.
Jan. 14.....	9.....	1 mile ENE.....				Carried doctor across river to Fopham Beach.
Do.....	255.....	1 mile SW.....	_____, st. sch. and George E. Billings, sch.....	1,280.....	12.....	Carried sick man to Cheboygan on way to mainland to a doctor.
Jan. 14-15.....	310.....	Pacific Ocean.....				Steam schooner with schooner George E. Billings in tow unable to enter Columbia River in storm; sent tug out to bring vessels in.
Jan. 15.....	196.....	300 yards E.....				Put out fire in cottage near station.
Do.....	290.....	1 mile SW.....	_____, rowboat.....		3.....	Mail boat bound for Washington Island stalled in ice; cared for mail, carriers, and passengers overnight and carried them to destination next day.
Do.....	306.....	3 miles E.....				Made repairs to Weather Bureau telegraph lines damaged by storm.
Jan. 16.....	9.....	1 mile ENE.....				Transported doctor across river to Fopham Beach.
Do.....	241.....	1 mile W.....				Put out fire in house, started by overheated stove in absence of occupants.
Do.....	308.....	3 miles E.....				Made repairs to Weather Bureau telegraph lines damaged by storm.
Jan. 17.....	283.....	1 mile W.....				Recovered body of man from water and turned it over to police.
Do.....	290.....	3 miles NE.....	_____, rowboat.....		4.....	Mail boat, overloaded and leaking in choppy sea; took off carriers and passengers and carried them to Northport with their boat in tow.
Jan. 18.....	151.....	2 1/2 miles N.....				Engine disabled; carried occupants to Chincooteague.
Jan. 19.....	9.....	Near station.....	Islesford str. and tow.....	27.....	2.....	Unable to proceed in snowstorm, plotted to destination.
Do.....	92.....	1 mile E.....	_____, whaleboat.....		4.....	Leaking in rough weather and unable to get back to vessel; landed and came to station, succored over night and placed on board ship.
Do.....	141.....	5 miles S.....				Carried doctor to attend sick woman residing near Station No. 112.
Do.....	209.....	300 yards N.....				Automobile out of fuel; sufficient gasoline supplied to run to Miami Beach.
Do.....	311.....					Delivered mail to Desdemona Sands light station.
Jan. 20.....	207.....	2 miles SW.....	War Hawk, m. b.....		1.....	Engine disabled; repairs made and food and gasoline supplied.
Jan. 21.....	71.....	1 1/2 miles W.....	_____, str.....			Warned away from shore by Cocton signal.
Jan. 22.....	58.....	300 yards S.....				Light keeper dead and his assistant sick, leaving nobody to operate fog signal; kept signal going until man could be sent to take charge.
Jan. 23.....	21.....	1 1/2 miles N.....	Hilda Silva, sch.....			Two sailors from vessel offshore came to station to learn their bearings; position pointed out on chart.
Do.....	41.....	2 miles NNE.....	_____, str.....			Warned away from shore by Cocton signal.
Jan. 23-24.....	307.....	10 miles NW.....	Janet Carruthers, Br. sch.....		15.....	Lost reckoning in gale and fog and stranded in breakers, vessel becoming total loss. Six men, attempting to reach shore in boat drowned; balance of crew reached shore safely at low water. Helped survivors recover their effects from ship. Value of vessel \$200,000; value of cargo unknown.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1919 Jan. 24-25.	139.	4½ miles NNE.	Lake Arline, str.	2,084	36	.....	Hove to off station, out of fuel; unable to obtain services of tug; station crew loaded and carried out to vessel 4 boat loads of coal, enabling her to proceed.
Jan. 25.	10.						Put 2 radio operators on board Portland lightship.
Do.	288.						Set afloat by ice; hauled out on station incline, and repairs made.
Do.	317.	Sturgeon Bay Canal.	Four Brothers, m. b.	12	3	.....	Towed 35 drifting logs aground, where owner could take charge of them.
Jan. 26.	308.	2 miles —					Warned away from shoal by Coston signal.
Jan. 27.	123.						Carried fish pound inspector on his rounds.
Do.	276.	30 yards S.					Recovered hog that had fallen overboard from steamer.
Jan. 27-28.	144, 145, and 146.	¾ mile N. station 145.	Kerrigan, bge.				Broke adrift from tow and stranded December 18; from Jan. 17 to 28, ran lines, rigged pumps, transferred laborers, and otherwise assisted in effective efforts to float vessel; vessel still aground.
Jan. 29.	Tybee.	Savannah, Ga.					Fought fire on water front involving warehouse and contents; saved property to the value of \$13,000.
Do.	165.	1 mile ENE.	—, str.				Warned away from beach by Coston signal.
Do.	306.	¾ mile NNW.	Pioneer, str.	160	7	.....	Carried doctor out to vessel to attend sick man on board.
Jan. 30.	318.	2 miles W.					Went out over bar and relighted gas buoy.
Jan. 18.	Snohomish.	Atlantic Ocean.	Ansaldo II, Italian str.	8,000	46	.....	Steering gear broken at sea; found Jan. 18 in lat. 39° 28' N., long. 65° 21' W.; and towed 330 miles into harbor at New London, Jan. 25, under circumstances of extreme difficulty, naval vessels assisting.
Jan. 31.	41.	1 mile SE.	—, str.				Warned away from shore by Coston signal.
Feb. 1.	204.	3 miles NNE.	—, str.				Warned away from shoals by code signal.
Do.	273.	500 feet SE.					Boy on bicycle pitched head-long into river; recovered wheel; boy rescued by outsiders.
Do.	321.	600 feet NW.					Fire in Chinese laundry; flames extinguished, but building destroyed.
Feb. 2.	41.	7 miles NW.	—, skiff				Adrift; picked up and restored to owner.
Do.	209.	¾ mile S.					Gave assistance to two automobilists whose cars had been damaged in collision.
Feb. 3.	10.	5 miles SE.					Put radio operators on board Portland Lightship.
Do.	276.	¾ mile W.					Recovered 2-horse team that had gone over levee into Ohio River.
Do.	276.	100 feet E.					Recovered team that had fallen off gangplank of wharf boat.
Feb. 4.	113.						Carried fish-pound inspector on his rounds.
Feb. 6.	83.	14 miles NW.					Picked up drifting buoy.
Do.	313.	14 miles SW.	Gleaner, str., and tow.	143	10	.....	Piloted in over Columbia River bar.
Feb. 7.	310.	10 miles S.	—, sch.				Sent call for tug to tow vessel in over bar.
Feb. 9.	209.						Removed fish bin from boy's foot and dressed wound.
Do.	235.	¾ mile N.	—, rowboat.		2	.....	Fast in ice; towed in to pier.
Feb. 11.	187 and 188.	8 miles SSW.	Wishkah, str.	3,500	52	28	Went ashore in thick weather; took off 28 men by boat and succored them for several days; steamer floated by own power and went away, leaving 28 men behind.

Feb. 12.....	125.....	8 miles S.....	Phi Hawk, m. b.....	35.....	4.....	3.....	Out of fuel; anchored 8 miles offshore and landed in yawl; succored 3 members of crew and put supply of gasoline on board. Towed part way to Miami an automobile broken down within limits of patrol.
Do.....	209.....	2 miles S.....	Gracie D. Chambers, sch.	379.....	7.....	7.....	Warned away from beach by Coston signal. Sprung leak and sunk, compelling crew to take to boat; assisted men to land and gave succor, and transportation to railroad; loaned master \$20 to defray expenses of crew to Norfolk; vessel, valued at \$10,000, total loss.
Feb. 13.....	92.....	1 mile S.....	....., m. b.....				Lost anchor and drifted ashore; carried boatmen to Miami. Fire on water front involving fertilizer plant and 8 warehouses; structures destroyed, but some stored cotton saved.
Do.....	169.....	14 miles E.....	Knox, m. b.....				Ran out dam; succored 2 of party and floated boat. Removed furniture from burning cottage and prevented spread of fire.
Feb. 14-15.....	209.....	1 mile N.....	....., m. b.....				Warned away from Pebble Shoal by code signal. Engine disabled; towed 6 miles to home landing. Cleaned and refilled harbor light, light keeper being ill. Put radio operator on Portland Lighthouse. Cottage in thickly settled district on fire; unable to save cottage but prevented spread of fire.
Feb. 15-16.....	170.....	14 miles NW.....	Mermaid, sch.....	18.....	2.....		Collided with steamer Duncan and went aground; ran lines, hove schooner aloft, and towed her to pier at Galveston. Hauled automobile out of soft sand.
Feb. 18.....	66.....	1 mile NE.....	Frank C. Ball, str.....	5,459.....	1.....		Dragged anchors and went against steamer lying near; proceeded to vessel on tug and made her secure; value of vessel, \$500,000. Transported police officers in search for 2 men who had broken jail.
Feb. 19.....	139.....	14 miles ENE.....	Marshall, str.....	2,555.....	43.....		Landed several persons from steamer. Warned away from shore by Coston signal. Carried police out to slantly boat to catch an escaped prisoner who had taken refuge on board.
Feb. 20.....	317.....	9 miles W.....	Shanty boat.....				Warned away from shore by Coston signal. Gave restorative treatment to a man in an epileptic fit. Engine disabled; towed to home port.
Feb. 21.....	10.....	11 miles S.....	....., str.....				Pulled automobile out of quicksand and surf. Pulled automobile out of ditch. Assisted in rigging hallways for operating time ball at signal station.
Do.....	19.....	1 mile NE.....	Lydia, m. b.....				Recovered body of man suicide; resuscitation attempted. Stern section of steamer broke away from moorings and drifted down on other vessels, threatening to sink them; helped make section secure. Stopped runaway horse.
Do.....	217.....	1 mile N.....	Van Haise, str.....				Stranded; floated on rise of tide. Warned away from shore by Coston signal. Engine disabled; taken in tow while repairs were made.
Feb. 22.....	202.....	1 mile NW.....	James M. Burke, m. b.....	27.....	4.....		Pulled automobile out of sand on beach. Broke away from dock and drifted to sea; picked up and returned to owner. Stranded in breakers in stormy weather; ran lines and planted anchors and otherwise assisted wreckers; vessel floated March 19 by tug and taken in tow for Norfolk.
Do.....	235.....	14 miles S.....	Atlantic, m. b.....				Stranded in fresh wind and rough sea; sent off dispatches for master. Recovered body from water.
Feb. 24.....	276.....	At station.....	Elizabeth, str.....	1,867.....	34.....		Got out of channel and grounded; pulled afloat.
Feb. 25.....	139.....	6 miles E.....					
Feb. 26.....	29.....	2 miles S.....					
Feb. 27.....	311.....	1 mile S.....					
Feb. 28.....	87.....	1 mile S.....					
Do.....	110.....	1 mile S.....					
Do.....	209.....	1 mile S.....					
Do.....	235.....	1 mile E.....					
Do.....	239.....	1 mile E.....					
Do.....	235.....	1 mile N.....					
Mar. 1.....	235.....	1 mile SW.....					
Do.....	284.....	1 mile NW.....					
Mar. 2.....	32.....	1 mile SE.....					
Do.....	179.....	2 miles S.....					
Mar. 3.....	10.....	150 yards N.....					
Do.....	202.....	1 mile E.....					
Mar. 5.....	208.....	1 mile E.....					
Mar. 6.....	177, 179 and 180.....	3 1/2 miles N. station 179.....					
Mar. 9.....	161, 162.....	1 mile NW.....	Pusy Jones, m. s.....	417.....	11.....		
Do.....	283.....	1 mile W.....	Mildred Collins, m. s.....		4.....		
Mar. 10.....	220.....	8 miles NW.....					

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1919.							
Mar. 11	6	3 miles ESE					Carried woman to mainland on her way to her husband in Portland, who was sick.
Do.	269	4 miles S			5		Landed light keeper from passing vessel.
Mar. 12	16	100 yards NNW					Gave first aid to man who had fallen off a cart and broken his arm.
Do.	123						Carried fish pound inspector on his rounds.
Do.	209	14 miles S					Assisted in getting automobile out of ditch and back on roadway.
Do.	247	1 mile NE	—, skiff				Parted line and went ashore; picked up and returned to owner.
Do.	258	200 feet E					Hotel on fire near station; helped remove furniture and provisions from building.
Mar. 14	165	2 miles NE					Warned away from Pebble Shoals by code signal.
Mar. 15	139	14 miles ENE	North East, bge	1,061	5		Water-logged; deck load gone and master's leg broken; carried master to hospital and supplied barge with signal lights and provisions.
Do.	318	2 miles W					Assisted in relighting gas buoy off Humboldt Bar.
Do.	322	1 mile S					Assisted in rescuing a soldier who had fallen off a wharf at Fort Barry, Calif.
Mar. 17	132	44 miles NNE	No. 24, bge	1,566	5		Recovered vessel's anchor.
Do.	235	1 mile S					Carried doctor off to vessel to attend master's wife.
Do.	257	1 mile S	Frank P. Gelken, str.	35	5		Fast in ice; helped repair hull and piloted vessel to harbor.
Mar. 18	13	14 miles SW					Pound lost child and restored it to its parents.
Do.	26	14 miles NW	Francis S. Grubey, sch.	20	25		Stranded; floated by use of kedge anchors.
Mar. 19	113	1 mile NW	Chalfonte, slip	15	2		Dragged in heavy wind and stranded; hove afloat and removed to safe anchorage.
Do.	162	do.					Box car, used as watchman's quarters, on fire; car destroyed, but spread of fire prevented.
Mar. 20	15	1 mile SW					Caught runaway horse and returned it to owner.
Do.	88	1 mile W					Delivered telephone message calling master of vessel home on account of sickness in family.
Do.	139	14 miles ENE	No. 17, bge	935	5		Leaking while in tow; brought master ashore to report leak and carried him back to vessel.
Do.	162	1 mile E	—, str.				Warned away from shore by Coston signal.
Do.	163	1 mile E	Flying Dutchman, row boat.		1		Do.
Do.	274	3 miles NE					Adrift in lake; picked up and brought ashore.
Mar. 23	15	1 mile N				2	Engine disabled, leaving automobile helpless on road; ran machine off roadway and sent for man to take it away; succor given.
Do.	24	1 mile NW	dory				Parted line and went ashore; picked up and held for claimant.
Do.	75	1 mile E	Wild Thyme, m. b.	5	2		Mistook channel and stranded; assisted in floating.
Do.	78	1 mile NNW	m. b.		2		Stranded; ran lines and hove boat afloat with windlass.
Do.	266	1 mile SW	skiff				Went ashore; picked up and restored to owner.
Do.	266	1 mile W	skiff				Do.



Mar. 24.....	9.	1½ miles NW							Took charge of body of boy, found in drift ice, and turned it over to coroner.
Do.....	56.	2 miles NE.							Put out woods fire that threatened a number of cottages.
Do.....	181.	¾ mile NE.							Warned away from shore by Coston signal.
Do.....	191.	¾ mile N.							Mistook buoy and stranded on breakwater; pulled clear and sent on way.
Mar. 25.....	29.	2 miles NW	Lena, m. b.	14	5				House set on fire from burning grass; assisted in putting fire out and protecting other buildings; treated woman who had been burned.
Do.....	67.	1 mile NE.							Put out woods fire that threatened some dwellings.
Do.....	Motor-cycle patrol, eighth district.	4 miles from Palm Beach.							Recovered from surf body of man drowned when his boat capsized.
Do.....	208.	1½ miles SE.	—, str.						Warned away from shore by Coston signal.
Mar. 26.....	287.	¾ mile SE.	Cecil W., str.	15	4				Picked up drifting gasoline drum.
Mar. 27.....	299.	¾ mile E.	Anna Porter, m. b.	14	3				Hove to offshore, out of provisions; carried supply out to vessel.
Mar. 27-28..	308.	4 miles W.							Spring leak and abandoned; stranded; removed parts of engine.
Mar. 28.....	253.	3 miles WNW	Ripple, m. b.	11	1				Carried a man to Middle Island to repair light.
Mar. 29.....	84.	1 mile NE.	Arcurus, str.	450	30				Stranded in high wind; pulled adrift; master secured.
Mar. 30.....	Gravesend Bay	2 miles SW	Scully, bge.	1,542	4				Went aground while trying to get into marine basin; pulled adrift.
Do.....	139.	2 miles NE.							Gave first aid to man who had broken his arm while cranking automobile.
Do.....	23.	¾ mile SE.							Leaking, and pumps out of commission; sunk while being towed to harbor; placed light to mark vessel and succeeded crew.
Mar. 31.....	Morrill and station 139.	Leaves, Del.	Augustine, str.	159	14				Hawser in wheel; assisted diver in making examination.
Do.....	283.	¾ mile W.	North America, str.	289	20				Hawser in wheel; towed to safe water, procured diver, and assisted in clearing wheel.
Apr. 1.....	304.	¾ mile NW	Essayons, str.	130					Recovered body of boy drowned by falling off dock.
Apr. 1-2....	241.	2½ miles NW							Sank at dock; helped make preparations for raising vessel.
Apr. 2.....	9.	¾ mile S. by W.							Went out to West Sister Island and brought light keeper ashore for medical treatment, he having been gored by a bull.
Do.....	300 yards E.	1 mile W.							Carried man out to Pond Island Light to care for sick light keeper.
Do.....	88 and 89.	¾ mile NW, sta. 108.							Took pilot off passing vessel and sheltered him overnight.
Do.....	107 and 108.	¾ mile NW, sta. 108.							Put out fire in building occupied by gun club.
Do.....	313.	¾ mile SE.	Albert, bk	682	12				Hotel on fire; unable to save building, but prevented near-by house from catching fire.
Apr. 2-3....	320.	8 miles N.							Recovered drifting buoy.
Apr. 4.....	23.	2 miles NE.	Medonak, m. b.	24	6				Becalmed; set ashore by strong current, becoming total loss; 11 of crew reached shore on wreckage; 1 man drowned; survivors succored and given clothing and medical treatment.
Do.....	236.	¾ mile S.	Ogouz, str.	99	10				Rudder disabled; assisted back to wharf.
Do.....	257.	2 miles E.	Salvor, m. b.	168	5				Picked up floating body of man and turned it over to soldiers' home.
Apr. 5.....	208.	1 mile SE.	No. 649 C, m. b.	3	3				Missed harbor entrance in fog; given course to get in.
Apr. 6.....	28.	3 miles SE.	Korsford, Nor. str.		22				Out of fuel; put on board 50 gallons of gasoline, supplied by oil company.
Do.....	163.	2½ miles S.							Engine disabled; sent call for towboat.
Do.....	190.	1½ miles N.	Wellington, str.	384	15				Lost in fog; stranded; ran lines and otherwise assisted tug that floated vessel.
Apr. 7.....	Gresham and sta. 155 and 156.	4 miles E. sta 155.	Dvergso, Nor. ship	1,847	21				Sent out telegram for tug having leaking barge in tow.
Do.....	274.	2 miles W.	Liberty, rowboat.						Stranded in fog; took off crew and succored them overnight, ran lines, etc.; floated by cutter and tug.
Apr. 8.....	60.	2 miles SSE.	J. C. Donnell, str.	10,241	46				Adrift; picked up and restored to owner.
Do.....	139.	16 miles NNW							Put out fire in dwelling, ignited by burning grass.
Do.....	258.	2 miles W.	Lucia A, m. b.	7	2				Ran aground; floated with assistance of tug.
Do.....	268.	¾ mile W.	McCann Bros., m. b.		2				Engine disabled in lake; taken in tow while engine was repaired.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1919.							
Apr. 8.....	278.....	2½ miles SSE.	.....	.....	.....	.....	Recovered body of boy drowned while swimming ashore from a boat.
Do.....	280.....	600 feet N.	.....	.....	.....	.....	Recovered body from water and turned it over to coroner.
Apr. 9.....	166.....	1 mile E.	....., str.	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	191.....	1 mile NE.	Pilgrim, m. s.	98	15	.....	Lost rudder; stranded; assisted in towing vessel to Beaufort.
Do.....	310.....	¾ miles SSW.	Edith, m. b.	6	2	.....	Feed pipe fouled; drifting to sea; stood by until pipe was cleared.
Apr. 10.....	163.....	400 yards E.	....., str.	.....	.....	.....	Dangerously near shore in fog; warned away by Coston signal.
Apr. 11.....	186.....	200 yards SW.	....., bateau.	.....	2	2	Stranded in fresh wind; helped beach boat; crew succored.
Do.....	304.....	1 mile SE.	....., racing shell.	.....	.....	.....	Ran into shallow water, causing boat to fill on striking bottom; floated and towed to safety.
Apr. 12.....	131.....	.....	.....	.....	.....	.....	Garage on fire; unable to save building, but protected near-by property.
Do.....	309.....	.....	.....	.....	.....	.....	Pulled cow out of bog.
Apr. 13.....	40.....	1 mile NW.	.....	.....	.....	.....	Pulled automobile out of mud.
Do.....	41.....	1 mile N.	....., str.	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	202.....	¾ miles S.	.....	.....	.....	.....	Pulled automobile out of sand.
Apr. 14.....	47.....	300 yards SE.	.....	.....	.....	.....	Prevented grass fire from reaching several buildings.
Do.....	166.....	1 mile E.	....., str.	.....	.....	.....	Warned away from Pebble Shoals by Coston signal.
Do.....	306.....	1 mile SW.	.....	.....	.....	.....	Carried man to Port Angeles for hospital treatment.
Apr. 15.....	236.....	1 mile ENE.	Ida, str.	9	4	.....	Engine disabled; towed to moorings.
Apr. 16.....	32.....	1½ miles E.	Overseer, m. b.	.....	3	.....	Engine disabled; stranded; pushed aloft.
Do.....	82.....	1 mile E.	Seabright, m. b.	.....	5	5	Engine disabled; succored crew overnight and furnished clothing to one man who had fallen overboard.
Do.....	145.....	1 mile S.	.....	.....	.....	.....	Signaled latitude to steamer that had run ashore, and gave her directions for getting out into safe water.
Do.....	260.....	¾ mile NW.	Silver Leaf, m. b.	9	2	.....	Parted cable and stranded; pulled aloft.
Apr. 17.....	14.....	1 mile NW.	....., dory.	.....	1	1	Lost in fog while away from vessel; directed to landing; succor given.
Do.....	82.....	2 miles W.	....., str.	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	191.....	5 miles SW.	.....	.....	.....	.....	Took injured man off vessel and carried him to hospital at Morehead City, N. C.
Do.....	209.....	4 miles N.	Admiral, m. b.	.....	.....	.....	Made adjustments to disabled automobile.
Do.....	77.....	1½ miles NE.	.....	14	2	.....	Aground; floated and piloted to safe water.
Do.....	232.....	1 mile SW.	Birdie Calkins, Br. sch.	500	5	.....	Towed to coaling trestle, no tug being available.
Do.....	321.....	¾ mi. s. SE.	.....	.....	.....	.....	Gave aftertreatment to young man taken with hemorrhage of the lungs after being rescued from drowning.
Do.....	10.....	5 miles SE.	.....	.....	.....	.....	Landed radio operator from Portland Lightship.
Apr. 20.....	83 and 84.....	2 miles WNW.	J. H. Still, m. b.	.....	2	.....	Stranded; hove aloft by sails and anchors and moved to safe place.
Do.....	84.....	1 mile N.	Idler, m. b.	31	2	.....	Engine disabled; stranded; ran anchor to hold launch until rise of tide.
Apr. 19-21.....	Seminole.....	Cape Fear River.	Nord, Fr. bk.	2,904	37	.....	Stranded; floated after much effort and towed to Wilmington, N. C., with help of tug.
Apr. 21.....	M. b. No. 933.....	Sault Ste. Marie.	Buttercup, m. b.	.....	2	.....	See around by suction of passing steamer; pulled aloft.

Do.	82 and 83.	34 miles W.	Daisy, str.	35	6	Stove hole in hull below water line; beached to prevent sinking; sent call for assistance of another buoy tender; helped fill Paisy's boilers with water.
Apr. 22.	12.	1 mile E. by S.	Virginia, m. b.	2	2	Engine disabled; picked up and taken to station.
Do.	75.	3 miles N.	Emma Frances, m. b.	3	3	Engine disabled; stranded; floated on rise of tide.
Do.	239.	3 miles SE.				Recovered body of fisherman who had fallen off his vessel and drowned.
Do.	306.	18 miles E.	Emma Frances, m. b.	3	3	Stranded; ran anchor and hauled vessel into deep water.
Apr. 23.	78.	1 mile F.	No. 2, derrick scow	18	3	Carried 200 pounds of provisions out to Columbia Lightship.
Do.	232.	1 mile W.		100	3	Towed scow 1 mile to scene of her work, no tug being available.
Do.	311.	4 miles W.	Horace Taber, sch.	600	6	Towed out into lake, no tug being available.
Apr. 24.	232.	2 miles NNW.	—, dory	5	10	Broke adrift and went on rocks; worked clear and towed back to mooring.
Apr. 25.	84.	2 miles NNE.	Annle, m. b.			Engine disabled; towed ashore.
Do.	247.	1 mile E.				Brought lighthouse keepers ashore for supplies, and carried them and supplies back to light.
Do.	263.	890 feet N.				Horse on fire; assisted in handling hose and removing furniture; building saved, but with considerable damage.
Do.	263.	4 miles NE.	Crescent City, str.	4,213	32	Ran aground while trying to make dock; took soundings and ran lines, enabling vessel to release herself.
Do.	310.	2 miles SW.				Ran lines for United States engineers to establish range lights.
Apr. 26.	15.	2 miles SE.	—, m. b.			Hotel on fire; extinguished flames, saving building and some near-by cottages.
Do.	152.	4 miles NW.	U. 38, m. b.		9	Engine disabled; conveyed to safety.
Do.	304.	7 miles NNW., station 310.			1	Engine disabled; picked up and towed to boat club basin.
Do.	318.	14 miles S.	—, m. b.		1	Directed lighthouse tender where to find drifting buoy.
Apr. 27.	10.	5 miles SE.	F. S. Burns, slip.	35	2	Put radio operator on board Portland Lightship.
Do.	82.	4 miles NNW.				Ran aground in coming about; pulled aloft.
Do.	196.	1 mile SE.				Found body of 1 of 2 canoeists, drowned when their boat capsized; body turned over to relatives.
Apr. 28.	26.	14 miles WNW.	Octoaro, bee.	1,900	4	On fire; assisted crew in running hose; fire extinguished.
Do.	150.	24 miles ENE.	—, skiff	150	2	Out of fuel; stranded; helped remove cargo from beach and haul boat up beyond surf.
Do.	310.		—, sch.		1	Sent call for tug to tow vessel in over Columbia River Bar.
Apr. 29.	21.	2 miles S.	Professor Koch, Finn. bk.	1,361	17	Boatman unable to row to Graves Light on account of wind; succored and towed to light.
Do.	27.					Mistook shore lights and went on Cox Rock; sent call for towboat and stood by until vessel was floated; tugs grounded her in Scituate Harbor to keep her from sinking.
Do.	47.	3 miles E.	Daisy, str.	35	5	Delivered message to man 2 miles from station, calling him to sick mother.
Apr. 30.	91.	2 miles NE.	J. Henry Edmonds, sch.	72	14	Assisted in resetting channel buoys.
Do.	139.					Pilot boat's engine disabled; and unable to get anchor; performed service of putting pilots on vessels and taking them off.
Do.	232.	4 miles W.	Birdie Calkins, Br. sch.	400	5	Towed out into lake, no tug being available.
Do.	235.	14 miles SE.				Recovered body of man who had fallen from elevator and drowned.
Do.	253.	3 miles WNW.				Took soundings to assure safety of incoming vessel.
Do.	288.	44 miles NW.	Tioya, str.	2,320	24	Mistook buoy and ran on reef; took soundings and when steamer had released herself piloted her to safe water.
Mar 1.	202.	24 miles S.	—, m. b.		2	Pulled automobile out of sand on beach.
Do.	306.	4 miles W.				Engine disabled; towed to anchorage.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—Continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1919.							
Apr. 8.....	278.....	2½ miles SSE					Recovered body of boy drowned while swimming ashore from a boat.
Do.....	280.....	600 feet N.					Recovered body from water and turned it over to coroner.
Apr. 9.....	166.....	1 mile E.	____, str.				Warned away from shore by Coston signal.
Do.....	191.....	½ mile NE.	Pilgrim, m. s.	98	15		Lost rudder; stranded; assisted in towing vessel to Beaufort.
Do.....	310.....	½ mile SSW	Edith, m. b.	6	2		Feed pipe fouled; drifting to sea; stood by until pipe was cleared.
Apr. 10.....	163.....	400 yards E.	____, str.				Dangerously near shore in fog; warned away by Coston signal.
Apr. 11.....	196.....	200 yards SW	____, bateau.		2	2	Stranded in fresh wind; helped beach boat; crew succored.
Do.....	304.....	1 mile SE.	____, racing shell.				Ran into shallow water, causing boat to fill on striking bottom; floated and towed to safety.
Apr. 12.....	131.....						Garage on fire; unable to save building, but protected near-by property.
Do.....	309.....						Pulled cow out of bog.
Apr. 13.....	40.....	1 mile NW					Pulled automobile out of mud.
Do.....	41.....	½ mile N.	____, str.				Warned away from shore by Coston signal.
Do.....	202.....	½ mile S.					Pulled automobile out of sand.
Apr. 14.....	47.....	300 yards SE.					Prevented grass fire from reaching several buildings.
Do.....	166.....	1 mile E.	____, str.				Warned away from Pebble Shoals by Coston signal.
Do.....	306.....	1 mile SW.					Carried man to Fort Angeles for hospital treatment.
Apr. 15.....	236.....	½ mile NE.	Ida, str.	9	4		Engine disabled; towed to moorings.
Apr. 16.....	32.....	1 mile E.	Overseer, m. b.		3		Engine disabled; stranded; pushed aloft.
Do.....	82.....	1 mile E.	Seabright, m. b.		5		Engine disabled; rescued crew overnight and furnished clothing to one man who had fallen overboard.
Do.....	145.....	1 mile S.					Signaled latitude to steamer that had run ashore, and gave her directions for getting out into safe water.
Do.....	260.....	½ mile NW	Silver Leaf, m. b.	9	2		Parted cable and stranded; pulled aloft.
Apr. 17.....	14.....	1 mile NW	____, dory.		1	1	Lost in fog while away from vessel; directed to landing; succor given.
Do.....	82.....	2 miles W.	____, str.				Warned away from shore by Coston signal.
Do.....	191.....	3 miles SW.					Tank injured man off vessel and carried him to hospital at Morehead City, N. C.
Do.....	200.....	4 miles N.					Made adjustments to disabled automobile.
Do.....	77.....	11 miles N.E.	Admiral, m. b.	14	2		Aground; floated and piloted to safe water.
Do.....	222.....	1 mile SW.		500	5		Towed to coaling trestle, no tug being available.
Do.....	321.....	3 miles SE.	Birdie Calkins, Br. sch.				Gave attention to young man taken with hemorrhage of the lungs after being rescued from drowning.
Apr. 20.....	70.....	5 miles SE.					Landed radio operator from Portland Lightship.
Do.....	83 and 84.....	2 miles WNW	J. H. Still, m. b.	31	2		Stranded; hove aboard by sails and anchor and moved to safe place.
Do.....	87.....	1 mile N.	Idler, m. b.		2		Engine disabled; stranded; ran anchor to hold launch until rise of tide.
Apr. 19-21.....	Seminole.....	Cape Fear River	Nord, Fr. bk.	2,904	37		Stranded; floated after much effort and towed to Wilmington, N. C., with help of tugs.
Apr. 21.....	M. b. No. 933.....	Sault Ste. Marie.....	Buttercup, m. b.		2		Sec aground by suction of passing steamer; pulled aloft.

Do.	82 and 83.	34 miles W.	Daisy, str.	35	6	Stove hole in hull below water line; beached to prevent sinking; sent call for assistance of another buoy tender; helped fill Daisy's boilers with water.
Apr. 22.	12.	1 mile E by S.	Virginia, m. b.		2	Engine disabled; picked up and taken to station.
Do.	75.	3 mile N.	Emma Frances, m. b.		3	Engine disabled; stranded; floated on rise of tide.
Do.	239.	3 miles SE.				Recovered body of fisherman who had fallen off his vessel and drowned.
Do.	306.	18 miles E.	Emma Frances, m. b.	18	3	Carried doctor on professional call to Chatham.
Apr. 23.	78.	1 mile E.	No. 2, derrick scow.	100	3	Stranded; ran anchor and hauled vessel into deep water.
Do.	232.	1 mile W.				Towed scow 1 mile to scene of her work; no tug being available.
Do.	311.	4 miles W.	Horace Taber, sch.	600	6	Carried 200 pounds of provisions out to Columbia Lightship.
Do.	243.	3 miles NNW.				Towed out into lake, no tug being available.
Do.	244.	2 miles NNE.	Arnold, m. b.	5	10	Broke adrift and went on rocks; worked clear and towed back to mooring.
Do.	247.	1 mile E.				Engine disabled; towed ashore.
Do.	263.	890 feet N.				Brought lighthouse keepers ashore for supplies, and carried them and supplies back to light.
Do.	263.	4 mile NE.	Crescent City, str.	4, 213	32	Hose on fire; assisted in handling hose and removing furniture; building saved, but with considerable damage.
Do.	310.	2 miles SW.				Ran aground while trying to make dock.
Apr. 26.	15.	2 miles SE.	—, m. b.		9	Enabling vessel to release herself.
Do.	152.	2 miles NW.	U. 38, m. b.		1	Ran lines for United States engineers to establish range lights.
Do.	304.	2 miles NNW.				Hotel on fire; extinguished flames, saving building and some near-by cottages.
Do.	310 and 311.	14 miles SE.	—, m. b.		1	Engine disabled; conveyed to safety.
Do.	152.	2 miles SE.				Engine disabled; picked up and towed to boat club basin.
Do.	304.	2 miles NNW.	F. S. Burns, slip.	35	2	Picked lighthouse tender where to find drifting buoy.
Do.	310 and 311.	1 mile SE.				Engine disabled; picked up and towed to a wharf.
Do.	152.	2 miles NNW.	Octoaro, bee	1, 800	4	Put radio operator on board Portland Lightship.
Do.	310 and 311.	2 miles ENE.	—, skiff		2	Ran aground in coming about; pulled afloat.
Do.	152.	2 miles S.	—, sch.		1	Found body of 1 of 2 canoeists, drowned when their boat capsized; body turned over to relatives.
Do.	310 and 311.	2 miles S.	Professor Koch, Finn. bk.	1, 361	17	On fire; assisted crew in running hose, fire extinguished.
Do.	152.	2 miles S.				Out of fuel; stranded; helped remove cargo from beach and haul boat up beyond surf.
Do.	310 and 311.	2 miles S.				Sent call for tug to tow vessel in over Columbia River Bar.
Do.	152.	2 miles S.				Boatman unable to row to Graves Light on account of wind; succored and towed to light.
Do.	310 and 311.	2 miles S.				Mistook store lights and went on Cox's Rock; sent call for towboat and stood by until vessel was floated; tugs grounded her in Scituate Harbor to keep her from sinking.
Do.	152.	2 miles S.				Delivered messages to man 2 miles from station, calling him to sick mother.
Do.	310 and 311.	2 miles S.				Assisted in resetting channel buoys.
Do.	152.	2 miles S.				Pilot boat's engine disabled; and unable to get anchor; performed service of putting pilots on vessels and taking them off.
Do.	310 and 311.	2 miles S.				Towed out into lake, no tug being available.
Do.	152.	2 miles S.				Recovered body of man who had fallen from elevator and drowned.
Do.	310 and 311.	2 miles S.				Took soundings to assure safety of incoming vessel.
Do.	152.	2 miles S.				Mistook buoy and ran on reef; took soundings and when steamer had released herself piloted her to safe water.
Do.	310 and 311.	2 miles S.				Pulled automobile out of sand on beach.
Do.	152.	2 miles S.				Engine disabled; towed to anchorage.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons on succored.	Remarks.
1919.							
May 2.	139 and 140.	2 miles E. by N.	Hesper, sch.	98	19		Missed lights and stranded; saved some rigging, seine, and boat; vessel total loss.
Do.	239.	3 miles S.					Recovered body of boy drowned in pond.
Do.	276.	4 miles E.					Towed ashore a cow that had fallen off levee into Ohio River.
Do.	310.	7 miles SW.		5	2		Engine disabled; stood by while repairs were made.
Do.	310.	1 mile SE.	—, m. b.	5	2		Net in propeller; furnished facilities for hoisting boat out of water.
May 3.	22.	1 mile NW.	No. 724 C, m. b.		1		Loose propeller shaft; towed to Rockport.
Do.	53.	3 miles WNW.			6		Driver lost control and automobile ran over 15-foot sea wall, landing upside down on rocks and plunging 3 of 6 occupants underneath, 1 killed, 2 rescued; Suriman J. J. Fitzsimmons commended for his part in rescue.
Do.	235.	14 miles W. by N.	Sonoma, str.	3,503	28		Stranded while entering harbor; took soundings; vessel floated after some of her cargo had been lightered.
Do.	235.	1 mile NW.					Took 3 marooned fishermen off breakwall.
Do.	239.	1 mile SE.					Recovered body of man found floating in Cuyahoga River.
Do.	236.	3 miles SW.	—, scow.	25			With scow in tow unable to stem current; helped get scow into harbor.
Do.	310.	3 miles W.					Recovered gill net lost in surf.
May 4.	20.	3 miles SW.					Outbuilding on fire; by hard work succeeded in preventing spread to adjoining building.
Do.	202.	4 miles S.					Removed automobile from sand on beach.
Do.	202.	4 miles N.					Do.
Do.	235.	14 miles S.	Rummel, m. b.	5	3		Engine disabled; towed to slip in harbor.
May 5.	113.	14 miles NE.	No. 957 and No. 728, slips.		10		Boatmen (Portuguese) unacquainted with harbor; piloted in to safe anchorage.
Do.	188.	3 miles W.	—, pile driver.		16		Towboat unable to take a pile driver to scene of its work owing to shallow water; towed to beach, a distance of 5 miles.
Do.	236.	165 yards S.			1		Gave sweater and clothing to a man who had fallen off a pier and been rescued by outsiders.
Do.	304.	2 miles S.	Buster, m. b.		1		Engine disabled; went against piling; brought man ashore to fix broken part.
May 6.	10.	5 miles SE.					Put radio operator aboard Portland Lightship.
Do.	26.	14 miles NW.	Pet, m. b.		2	2	Engine disabled in main channel; picked up; boatmen succored overnight.
Do.	239.	1 mile NE.					Picked up floating body and sent it to morgue.
Do.	314.	4 miles SW.	Minnie Mitchell, m. b.	8	2		Out of fuel; supply furnished.
May 7.	44.	24 miles N.	—, m. b.		1		Engine disabled; towed in to a wharf.
Do.	202.	3 miles S.					Remo ved automobile from soft sand on beach.
May 8.	161.	10 miles E.	—, str.				Warned away from beach by Coston signal.
May 8-9.	252.	10 miles E.	Ora Endress, m. b.	29			Swamped in heavy seas; helped free of water; tug completing task of floating.
May 9.	10.	5 miles SE.					Placed radio operator on Portland Lightship.
Do.	310.	10 miles SW.	—, sch.				Sent call for tug to tow vessel in over bar.

May 10....	44.....	1/2 mile WNW.....	Paragon, m. b.....	.....	.....	.....	Engine disabled and rudder lost; towed to wharf.
Do.....	161.....	1 mile NW.....	—, str.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	247.....	40 rds. E.....	Lusitania, m. b.....	.....	.....	.....	Assisted in launching boat off the beach.
Do.....	289.....	At station.....	Una, m. b.....	7.....	2.....	.....	Badly leaked; hauled out on station incline and repaired.
May 11....	29.....	1 mile S.....	.....	.....	.....	.....	Took charge of insane man who had driven his family from house.
Do.....	84.....	1 mile E.....	.....	.....	.....	.....	House on fire; unable to save house, but protected adjacent building.
Do.....	202.....	1 mile N.....	.....	.....	.....	.....	Helped get automobile out of soft sand on beach.
May 12....	86.....	2 miles E.....	.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	202.....	3 miles S.....	.....	.....	.....	.....	Helped get automobile out of station.
Do.....	256.....	2 miles S.....	—, m. b.....	.....	2.....	.....	Assisted in getting automobile out of sand.
Do.....	272.....	1/2 mile WNW.....	Peanuts, m. b.....	.....	2.....	.....	Engine disabled; towed to Mackinac Island.
Do.....	317.....	.....	.....	.....	.....	.....	Engine disabled; towed to dock at South Haven.
Do.....	.....	.....	.....	.....	.....	.....	Carried to hospital a woman who had fallen downstairs and fractured her hip.
May 13....	232.....	1/2 mile W.....	Birdie Calkins, sch.....	400.....	5.....	.....	Towed out into lake, no tug being available.
Do.....	232.....	1 mile W.....	Do.....	400.....	6.....	.....	Do.....
Do.....	232.....	1 mile W.....	Do.....	400.....	6.....	.....	Do.....
Do.....	232.....	1 mile W.....	Julia B. Merrill, sch.....	.....	.....	.....	Assured master and members of crew of the barge Nanticoke, sunk with the loss of master's wife and 4 children and engineer.
Do.....	317.....	.....	.....	.....	.....	.....	Carried fish pound inspector on his rounds.
May 15....	15.....	10 miles SE.....	Nanticoke, bge.....	730.....	8.....	.....	Carried man and broken motor cycle to Russell, Fla. in station truck.
Do.....	130.....	.....	.....	.....	.....	.....	Recovered body of wife of master of barge Nanticoke, sunk May 14 off Isles of Shoals. (Several other members of master's family perished in the disaster mentioned.)
Do.....	202.....	2 miles S.....	.....	.....	.....	.....	Recovered from surf body of baby, son of master of barge Nanticoke, sunk on night of May 14.
May 16....	19.....	.....	.....	.....	.....	.....	Dangerously near bar in fog; warned away by Coston signal.
Do.....	33.....	1 mile W.....	—, sch.....	.....	.....	.....	Found on beach 3 small children, lost in fog; took them to station and fed them; later their father came and took them home.
Do.....	46.....	2 miles ESE.....	.....	.....	.....	.....	Unacquainted with channel, stranded; pulled afloat and towed outside breakwater.
Do.....	50.....	1/2 mile W.....	Brynhilda, shp.....	1,502.....	2.....	.....	Placed 2 workmen on breakwater pier and brought them ashore at night.
Do.....	217.....	1 mile E.....	.....	.....	.....	.....	Recovered gill net from surf.
Do.....	310.....	6 miles W.....	.....	.....	.....	.....	Missed stays in fog; compelled to anchor near rocks; helped get vessel's anchors; tug then took her in tow for Gloucester.
May 17....	23.....	2 miles ESE.....	Sarah Eaton, sch.....	199.....	6.....	.....	Helped get automobile out of soft sand.
Do.....	202.....	1 mile N.....	.....	.....	.....	.....	Brought workmen ashore from breakwater pier.
Do.....	247.....	1 mile E.....	—, skiff.....	.....	6.....	.....	Carried light keeper out of his station in fish net.
Do.....	247.....	1 mile E.....	.....	.....	.....	.....	Chained channel buoy, entangled in fish net.
Do.....	311.....	4 miles NW.....	.....	.....	.....	.....	Grounded while on way to sea; floated with help of tug.
Do.....	318.....	1 mile SW.....	Vanguard, str.....	358.....	30.....	.....	Three girls about to venture out on water in strong wind carried home by keeper.
May 18....	194.....	.....	.....	.....	.....	.....	Took master of bark and a sailor off disabled launch and placed them on their vessel, then carried master to Sabine; also towed disabled launch to Sabine.
Do.....	216.....	1/2 mile SE.....	—, m. b.....	.....	5.....	.....	Sent call for tug to tow vessel into harbor.
Do.....	307.....	6 miles W.....	Charles Christofferson, str.....	.....	.....	.....	Put out grass fire that seriously threatened some farm buildings.
May 19....	21.....	1 mile S.....	.....	.....	.....	.....	Helped put out grass fire that threatened valuable woods.
Do.....	46.....	1 mile WNW.....	.....	.....	.....	.....	Carried fish pound inspector on his rounds.
Do.....	130.....	.....	.....	.....	.....	.....	Engine disabled; towed in to lighthouse boathouse.
Do.....	220.....	4 miles WSW.....	—, m. b.....	.....	1.....	.....	Unable to make harbor owing to lack of wind; towed in.
Do.....	232.....	1 mile NE. by E.....	Birdie Calkins, sch.....	400.....	5.....	.....	



*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons succored.	Remarks.
1919.							
May 19	232.	1 mile S. by W.	Wm. Jamerson, sch.	200	5	5	Towed into harbor to coal dock, and later towed out into lake, no tug being available.
May 20	306.	20 miles SSW	Wanderlust, m. b.	6	2	2	Adrift, waterlogged; picked up by steamer and turned over to station crew, who brought boat ashore; boatmen succored.
May 21	1.	1 mile NE.	Gloucester, m. b.		2	2	Engine disabled; towed to Lunenburg.
Do.	10.	5 miles SE.	" " " " " " " "				Put radio operator on board Portland Lightship.
Do.	44.	1 mile NW	" " " " " " " "		1	1	Engine disabled; towed to wharf.
Do.	56.	1 mile SW	Sea Gull, str.		5	5	Unable to determine position in fog; given course, distances, and bearings.
Do.	60.	1 mile N.	John Brae well, sch.	224			Stranded in fog; called mine sweeper, which pulled vessel aloft.
May 22	23.	14 miles SW	Progress, sch.	117	9	9	Lost bearings in fog; answering signals, went out and assisted vessel to wharf at Gloucester.
Do.	30.	2 miles W.	Ennis W., m. b.		11	11	Engine disabled; towed to Plymouth.
Do.	233.	1 mile S.	" " " " " " " "				Picked up body of man from water and turned it over to authorities.
May 23	14.	2 miles W.	" " " " " " " "				Carried to Portsmouth for treatment a man who had injured his hand.
Do.	30.		" " " " " " " "		2	2	Engine disabled; occupants cared for overnight and given tow to Plymouth.
May 24	280.	1 miles SW					Recovered body of boy drowned by falling off dock; resuscitation attempted.
May 25	59.	34 miles ESE	No. 25, dory.		1	1	Engine disabled; towed to Stonington.
Do.	269.	1 mile W.	Ruth, m. b.	9	3	3	Engine disabled; towed in to dock at Muskegon.
Do.	270.	3 miles S.	Kismet, m. b.		4	4	Engine disabled; towed to harbor.
Do.	305.	1 mile N.	" " " " " " " "				Extinguished tundra fire that threatened some buildings.
May 26	42.	1 mile NE.	Elizabeth A., sch.	34	9	9	Anchored in shoal water; warned vessel to seek safe water, which she did.
Do.	43.	14 miles SW	" " " " " " " "				Missed stays and went ashore; worked around head-to-the-beach to prevent rolling until tide should serve for floating.
Do.	310.	8 miles SW	" " " " " " " "				Sent call for tug to tow vessel in over Columbia River Bar.
May 27	240.	1 mile SE.	" " " " " " " "				Recovered body of drowned boy; resuscitation attempted.
Do.	264.		" " " " " " " "				Gave first aid to United States engineer injured by piling being unloaded from car.
Do.	310.	3 miles SE.	Kenneth, m. b.				Recovered gillnet from surf.
Do.	311.	7 miles S.	James Monroe, m. b.	10	1	1	Approaching Columbia River Bar in high sea; convoyed into harbor.
May 28	105 and 107.	11 miles NE. by E.	Brookfield, str.		44	44	Engine disabled; stranded.
Do.			" " " " " " " "				Fog off course in thick weather and stranded; directions given that enabled vessel to get clear and into deep water.
Do.			" " " " " " " "				Drifted ashore; fate of boatmen unknown; removed engine, leaving boat in hands of private salvors.
Do.	311.	44 miles W.	Viking, m. b.		1	1	Adrift; engine disabled; towed to Dorchester.
May 29	26.	1 mile NE.	Elf, m. b.		3	3	Engine disabled; towed to wharf.
Do.	44.	1 mile NW	274 D., m. b.		1	1	Engine disabled; towed to a wharf.
Do.	304.	3 miles SW	" " " " " " " "				Rescued body of man drowned by falling off wharf; resuscitation attempted.
Do.	310.	1 mile WSW	" " " " " " " "				Recovered gillnet from sea.



May 30	15	1 mile S	—, m. b.	2	Engine disabled: went aboard and set engine going.
Do	84	2 miles NW	Grace H., m. b.	2	Mistook channel; stranded; floated unaided; piloted to safe water.
Do	89	2 miles S	—, m. b.	2	Engine disabled: towed to safe water at Meadow Island.
Do	295	—, m. b.	—, m. b.	2	Treated boy who had cut his foot on glass while in swimming.
Do	271	1 mile SW	—, m. b.	2	Engine disabled: towed to station.
May 31	50	3 miles N	Barker No. 36, dory.	2	Our broken and unable to row against tide: carried to Plum Island Basin.
Do	26	4 miles E	Lark, m. b.	2	Engine disabled: occupant came ashore in tender, leaving launch adrift; picked boat up and towed her to Hull.
Do	61	—, m. b.	Spray, slip.	3	Run down and sunk 8 miles S. by W. of Southeast Lighthouse by mine sweeper while master was away in dory attending his nets; crew succored.
Do	126	2 miles SE. by S	Liberty, m. b.	5	Batteries not working: carried engineer ashore to get new batteries and towed vessel to harbor.
Do	310	4 miles WNW	—, m. b.	24	Recovered gillnet which had drifted on rocks of jetty.
Do	317	1 mile E	Charm, m. b.	1	Engine disabled: went on rocky ledge; ran line for tug that pulled vessel clear.
June 1	189	2 miles N	—, m. b.	5	Engine disabled: went aboard and made adjustments.
Do	233	1 mile NE	Winamac, m. b.	1	Engine disabled: picked up and towed to berth.
Do	305	1 mile W	Orion, m. b.	5	Struck on end of ways while being launched; assisted in getting vessel into deep water and to a safe anchorage.
Do	312	18 miles S	Romer, m. b.	—	Towed gas schooner Roamer to barge which she had undertaken to float, and ran line from barge to shore.
June 2	232	1 mile NW	Wm. Jamerson, sch.	5	Towed into harbor, no tug being available.
Do	271	2 miles S	—, m. b.	2	Engine disabled: picked up and towed to station.
Do	281	14 miles S	—, canoe	—	Recovered stolen canoe.
Do	296	13 miles E	—, m. b.	—	Carried doctor by boat to attend sick woman near station No. 195.
Do	306	2 miles N	—, m. b.	1	Landed passenger from passing steamer tornable her to sick husband.
June 3	7	—, m. b.	—, m. b.	—	Engine disabled: carried boatman to Tenants Harbor, and next day towed his boat thither.
Do	10	5 miles SE	—, m. b.	—	Put 3 radio operators aboard Portland Lightship.
Do	83	1 mile NE	—, m. b.	3	Stranded; floated and taken in tow and later turned over to private boat.
Do	220	9 miles NE	Della, bge.	—	Broke from towing vessel and went on lee shore; reported to owner condition of barge and prospect for floating her.
Do	310	4 miles SCW	—, m. b.	—	Recovered gillnet from surf.
June 4	29	500 yards NE	—, m. b.	8	Treated a boy taken with chills while in bathing.
Do	113	1 mile N	Absena, m. b.	2	Engine disabled: towed into harbor.
Do	192	3 miles W	—, m. b.	4	Stranded in channel, but floated without help; pointed out way to safe water.
Do	278	14 miles E	Ellipse, m. b.	—	Unable to make headway with tow; assisted in getting tow into harbor.
Do	280	1 mile SW	—, m. b.	—	Recovered body of boy drowned by falling off dock; resuscitation attempted.
June 5	2	1 mile N	Burnedine, m. b.	1	Engine disabled: picked up and taken to place where repairs could be made.
Do	29	1 mile NW	Heather, str.	—	Gave first aid to a girl seriously cut in forehead by falling down stairs.
Do	307	2 miles N	—, m. b.	731	Piloted to Westport, Wash.
Do	311	—, m. b.	—, m. b.	—	Patrolled fishing grounds and delivered mail to Columbia Lightship.
June 6	14	1 mile NE	Radio, m. b.	3	Engine disabled: towed to landing at Appledore Island.
Do	24	1 mile N	—, m. b.	—	Automobile hard and fast in sand and surf; pulled out by horses and tackle.
Do	84	24 miles W	Bess, slip	2	Engine disabled: anchored, but parted cable and went on beach; engine, equipment, and nets, valued at \$1,000, saved.
Do	232	1 mile NW	St. Louis, sch.	400	Towed into harbor, no tug being available.
June 7	146	1 mile W. by S	—, m. b.	6	Fish factory destroyed by fire; prevented adjacent cannery from catching fire.

*Assistances rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

\* MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1919.							
June 8.	10.	5 miles SE.	Buzz, m. b.				Put radio operator on board Portland Lightship.
Do.	23.	1 mile NE.			2		Engine disabled; brought into wharf at Gloucester.
Do.	238.	1½ miles SSW.					Recovered body of boy drowned by falling off dock; resuscitation attempted.
Do.	202.		Martha, m. b.				Warned away from shore by Coston signal.
June 9.	14.	2 miles W.	—, str.			4	Engine disabled; picked up and towed to landing at Appledore Island.
Do.	209.	4½ miles SSE.	—, str.				Warned away from reef by Coston signal.
Do.	202.	1 mile W.	Oliver Mowatt, sch.	400	6		Towed from dock into lake, no tug being available.
Do.	232.						Recovered team and wagon that had gone over bank into lake; injured driver given first aid.
Do.	284.	200 yards SE.					Recovered automobile that had gone over bank into lake.
Do.	284.	1 mile NE.	Sir Trevor Dawson, str.	7,568	36		Stranded in thick weather; took soundings and railines for tug that pulled vessel clear.
Do.	292.	7 miles E.					Engine disabled; towed to Friendship for repairs; crew succored.
June 8-10.	7.	1 mile NE.	Venturette, m. b.	5	2	2	Performed towing service for United States Engineers, their own tug being laid up for repairs.
June 10.	232.	1 mile W.	—, scow.	100			Recovered body of drowned colored boy.
Do.	276.	1 mile W.					Put out grass fire.
June 11.	84.	100 yards SE.					Found floating mine; assisted members of sea patrol to take it away.
Do.	140.	2½ miles S.					Towed out into lake, no tug being available.
Do.	232.	1 mile W.	St. Louis, sch.	400	6		Recovered body of drowned bather.
Do.	237.	1 mile W.					Out of fuel; supply landed; enabling boat to proceed.
June 12.	30.	4 miles SSE.	—, m. b.		2		Picked up two boatloads of men from steamer sunk in collision; carried men back to their vessel.
Do.	92.	15 miles E.	Graf Waldees, str.		13		Performed towing service, no tug being available.
Do.	232.	1 mile W.	Katie Eccles, sch.	200	4		Unable to make harbor; towed in.
Do.	232.	1 mile NNW.	Julia B. Merrill, sch.	400	6		Performed towing service, no tug being available.
Do.	232.	1 mile W.	Grace M. Flier, sch.	400	6		Recovered body of drowned boy bather.
Do.	232.	1 mile N. by W.					Engine disabled; towed to Pleasant River.
Do.	240.	10 miles NNW.	Naomi, m. b.		2		Engine disabled; towed to Pleasant River.
June 13.	128 and 132.						Engine disabled; towed to Pleasant River.
Do.	318.	1 mile SW.	San Jacinto, str.	614	18		Engine disabled; towed to Pleasant Cove.
Do.	23.	1 mile N.	Esther E., m.		2		Engine disabled; picked up and towed to safe place in river.
June 14.	23.	1 mile ESE.	Blizzard, 119-E, m. b.		5		Out of channel; picked a mine; steamed to coast to get tow.
Do.	29.	1 mile E.	F. 43, m. b.		2		Took charge of body of Aviator S. M. Terrier, U. S. Navy, found in surf, and delivered it to naval authorities.
Do.	163.	1 mile S.					Gave first aid to boy who had cut an artery in his foot on glass while in swimming.
Do.	239.	1 mile S.					Recovered body of man drowned while in bathing; resuscitation attempted.
Do.	239.	2 miles SW.					

Do. ....	230	14 miles SW....	Lucy Bessie, m. b....	.....	.....	4	Out of fuel; towed to East Tawas.
Do. ....	234	200 yards NNW....	.....	.....	.....	.....	Recovered body of drowned boy; resuscitation attempted.
Do. ....	238	Marquette, Wis....	.....	.....	.....	.....	Went to Marinette, Wis., and recovered body of drowned boy.
June 15..	49	1 mile WSW....	....., str....	.....	.....	.....	Warned away from shore by Coston signal.
Do. ....	109	1 mile NNE....	Iperia, str....	3,361	.....	33	Stranded in fog; sent off messages and furnished transportation for master.
Do. ....	235	1 mile NW....	....., m. b....	.....	.....	4	Engine disabled; picked up and towed into Erie Canal.
Do. ....	240	14 miles SW....	.....	.....	.....	.....	Recovered body of drowned bathor.
Do. ....	280	1 mile NE....	.....	.....	.....	.....	Landed 75 persons marooned on breakwater; they had gone to breakwater to fish and the boats that carried them out failed to return for them.
June 16..	276	130 yards E....	Jewel Guard, m. b....	13	.....	21	Towed ashore a cow that had fallen off steamer Queen City.
Do. ....	305	1 mile S....	.....	.....	.....	.....	Fouled propeller with foresheet; towed vessel in ice of steamer offshore and freed propeller.
Do. ....	316	2 miles S....	....., m. b....	.....	.....	.....	Recovered with great difficulty bell buoy that had drifted to sea and stranded inside rocky ledges.
June 17..	12	1 mile W....	.....	.....	.....	3	Engine disabled; towed to Kittery Navy Yard.
Do. ....	239	20 miles SE....	.....	.....	.....	.....	Proceeded in automobile to Newburg, 20 miles inland, and recovered body of drowned boy.
Do. ....	296	1 mile NW....	Elta, m. b....	.....	.....	4	Out of fuel; towed to harbor.
Do. ....	276	1 mile W....	.....	.....	.....	.....	Recovered 2-horse team that had fallen into Ohio River.
June 18..	235	100 yards W....	....., m. b....	.....	.....	3	Engine disabled; towed to destination.
Do. ....	247	....., cat....	.....	.....	.....	.....	Assisted in launching.
June 20..	59	2 miles NW....	H. W. Waters, sch....	.....	.....	3	Anchor fouled on telephone cable; helped get anchor clear.
Do. ....	209	2 miles N....	.....	.....	.....	.....	Automobile backed off road into deep sand; hauled back on beach.
Do. ....	247	1 mile NW....	.....	.....	.....	.....	Put out fire on breakwater.
Do. ....	286	1 mile SE....	.....	.....	.....	.....	Recovered body of drowned boy bathor; resuscitation attempted.
Do. ....	307	10 miles NW....	Janet Carruthers, Br. str....	.....	.....	.....	Recovered body of drowned boy; resuscitation attempted.
June 21..	50	13 miles NE....	Northland, str....	3,282	.....	515	Ran lines and helped lay out anchors for tug engaged in floating vessel.
Do. ....	74	14 miles W....	Berkeley, houseboat....	.....	.....	2	Stranded; ran lines for vessels engaged in floating vessel.
June 22..	59	14 miles NE....	742 F., m. b....	.....	.....	2	Towed through canal at Quogue and into Shinnecock Bay, owner being unable to get other assistance.
Do. ....	140	34 miles NNE....	.....	.....	.....	40	Engine disabled; towed to Stonington.
Do. ....	240	800 feet N....	.....	.....	.....	.....	Landed 5 persons from pilot boat, which had taken them off steamer Bologan.
Do. ....	255	.....	.....	.....	.....	.....	Recovered body of drowned swimmer; resuscitation attempted.
Do. ....	284	300 yards SE....	....., rowboat....	.....	.....	125	Brought doctor from Cheboygan by boat to attend woman near station seriously ill.
June 23..	233	1 mile SE....	.....	.....	.....	.....	Parted mooring and drifted on dock; returned to owner.
Do. ....	285	1 mile N....	.....	.....	.....	.....	Recovered body of drowned boy.
Do. ....	316	1 mile W....	.....	.....	.....	.....	Recovered body of drowned boy; resuscitation attempted.
June 24..	305	1 mile S, by W....	Fleetwood, m. b....	16	.....	3	Assisted lighthouse tender Maanaita in replacing buoys.
Do. ....	105	2 miles N....	....., seaplane....	.....	.....	2	Anchored in dangerous position with rising wind and sea; put men on board to remove vessel to safe anchorage offshore.
Do. ....	236	1 mile SW....	....., m. b....	.....	.....	2	Engine disabled; stranded; occupants taken off and landed.
Do. ....	305	1 mile W....	Dolphin, m. b....	.....	.....	1	Engine disabled; towed to a dock.
Do. ....	306	18 miles S....	.....	.....	.....	.....	Piloted out of Snake River and over bar, master being unfamiliar with channel.
Do. ....	313	1 mile S....	.....	.....	.....	.....	Carried Navy man to Ozette Island to select site for radio compass station.
Do. ....	83	1 mile E....	.....	.....	.....	.....	Pile driver used in construction work on fire, threatening jetty, assisted in putting it out.
June 26..	89	2 miles W....	Sea Witch, m. b....	.....	.....	9	Found body in surf and carried it to Bay Shore.
Do. ....	237	12 miles W....	J. I. Hutchinson, str....	3,660	.....	26	Engine disabled; landed passengers; boat towed to safety by private launch.
Do. ....	.....	.....	.....	.....	.....	.....	Stranded in smoky weather; sent off telegrams for master.

*Assistance rendered by cutters and stations involving the saving of life and property for the fiscal year ended June 30, 1919—Continued.*

MISCELLANEOUS ASSISTANCE—continued.

Date.	Name of cutter or station.	Place (distance and direction from station).	Name and description of vessels assisted.	Tonnage.	Persons on board.	Persons rescued.	Remarks.
1919 June 27.....	241.....	5 miles SSE.....	Cupid, m. b.....	14.....	2.....	.....	Foundered in rough sea near Cedar Point Light; one man swam to light-house crib, from which he was taken by station crew; the other man was picked up by light keeper; carried both men to Sandusky.
Do.....	247.....	1 mile E.....	.....	.....	.....	.....	Brought 2 workmen ashore from light-house.
Do.....	310.....	.....	.....	.....	.....	.....	Assisted U. S. engineers in taking soundings on Peacock Spit.
June 28.....	21.....	1 mile E. by S.....	Lutee, m. b.....	.....	5.....	.....	Man came ashore from launch and stated that he was lost; piloted to anchorage in Plum Island Sound.
Do.....	165.....	1 mile SE.....	.....	.....	.....	.....	Warned away from beach by Code signal.
Do.....	276.....	1 mile W.....	.....	.....	.....	.....	Recovered wreck and wagon from Ohio River.
June 29.....	37.....	200 yards SSW.....	.....	.....	.....	.....	Put out fire under porch of summer cottages.
Do.....	84.....	1 mile E.....	.....	.....	.....	.....	Put out gas fire that threatened summer cottages.
Do.....	91.....	1 mile W.....	.....	.....	.....	.....	Automobile beyond control in rough sea; overturned, killing a woman passenger and slightly injuring 3 others in car; helped take body of woman from under car and place the others in an ambulance.
Do.....	232.....	do.....	Grace M. Filer, sch.....	400.....	6.....	.....	Towed out of harbor; no tug being available.
Do.....	232.....	do.....	Bertie Calkins, sch.....	400.....	5.....	.....	Do.
Do.....	232.....	do.....	St. Louis, sch.....	400.....	6.....	.....	Do.
Do.....	232.....	do.....	Lynnan Davis, sch.....	200.....	5.....	.....	Do.
Do.....	236.....	1 mile SE.....	Lucy Bessie, m. b.....	.....	4.....	.....	Do.
Do.....	280.....	1 mile S.....	.....	.....	.....	.....	Out of fuel; supply loaned.
June 30.....	139.....	1 mile NE.....	Radio, m. b.....	.....	4.....	.....	Recovered body of drowned swimmer.
Do.....	236.....	1 mile NWSW.....	Sea Crest N-266, m. b.....	.....	4.....	.....	Engine disabled; performed towing service in harbor.
Do.....	239.....	8 miles SW.....	.....	.....	.....	.....	Engine disabled; found launch moored to jetty; towed her to dock at Erie.
Do.....	278.....	.....	.....	.....	.....	.....	Took to mortise body of girl drowned in boating accident.
Do.....	.....	.....	.....	.....	.....	.....	Recovered body of drowned boy.
Grand total.....				.....	5,318.....	270.....	.....

# I N D E X .

## A.

	Page.
Academy, Coast Guard.....	38, 58
Alaskan cruise.....	22
Anchorage and movements of vessels.....	31
Apparently drowned, resuscitation of the.....	34
Appropriations and expenditures.....	42
Assistance to vessels in distress.....	15
Assistance rendered by cutters and stations, tabular statement of:	
Fiscal year 1920.....	70
Fiscal year 1918.....	225
Fiscal year 1919.....	336
Assistance, miscellaneous, tabular statement of:	
Fiscal year 1920.....	159
Fiscal year 1918.....	292
Fiscal year 1919.....	392
Aviation.....	36

## B.

Beach patrol and watch.....	62
Bering Sea patrol.....	22
Blue Anchor Society, aid for the shipwrecked.....	69
Boarding and examination of vessels.....	35
Board on life-saving appliances, reports of.....	209, 215
Boat equipment:	
Cutters.....	60
Stations.....	61

## C.

Cadets.....	38, 58
Captains of ports.....	31
Casualties involving loss of life.....	68
Casualties to merchant vessels of the United States.....	189
Certification of lifeboat men.....	35
Civilian personnel.....	41
Coastal communication.....	35
Coast Guard Academy.....	38, 58
Coast Guard, act of Congress creating.....	45
Coast Guard repair depot.....	38, 59
Commissioned personnel.....	41
Courts, Coast Guard.....	36
Cruising:	
In northern waters.....	22
Practice, cadets.....	38
Winter.....	13
Customs laws, enforcement of.....	34
Cutters:	
Cruising, names, description, and stations of.....	49
Inshore patrol, names, description, and stations of.....	50
Harbor, names, description, and stations of.....	50
River.....	40
Equipment of.....	60
New.....	39
Repairs to.....	39

## D.

	Page.
Deep-sea fishermen, medical aid to.....	11, 33
Depot, repair, Coast Guard.....	38, 59
Derelicts, removal of.....	33
Discipline.....	36
Districts of the Coast Guard.....	52
District superintendents.....	52
Divisions of the Coast Guard.....	52
Division commanders.....	52
Duties, functions, organization, and equipment.....	45

## E.

Enforcement of laws:	
Anchorage.....	31
Customs.....	34
Motorboat.....	35
Navigation.....	35
Regatta.....	35
Enlisted personnel.....	60
Equipment of—	
Stations.....	61
Vessels.....	60
Expenditures and appropriations.....	42

## F.

Fishermen, American, medical aid to.....	11, 33
Flag, Coast Guard.....	61
Flood, river cutters for.....	40
Florida coast patrol.....	33
Functions, duties, organization, and equipment.....	45
Fur seal, protection of.....	22

## I.

Ice patrol, international service of.....	11
Influenza in Alaska, account of.....	24
Investigations, loss of life.....	68

## L.

Launches, harbor, names, description, and stations of.....	51
Legislation enacted.....	40
Letters, acknowledging services rendered.....	194
Lifeboat men, examinations for.....	35
Life-saving appliances, reports of board on.....	209, 215
Life-saving medals, awards of.....	64
Loss of life:	
Casualties involving.....	68
Investigations of.....	68

## M.

Medals, life-saving, awards of.....	64
Medical aid to deep-sea fishermen.....	11, 33
Merchant vessels of the United States, casualties to.....	189
Mississippi and Ohio Rivers cutters.....	40
Motor boat laws, enforcement of.....	35

## N.

Navigation laws, enforcement of.....	35
--------------------------------------	----

## O.

Ohio and Mississippi Rivers cutters.....	40
Operations, fiscal years 1918-19, tabular statement of.....	225
Operations, fiscal year 1920, summary of.....	9
Organization, functions, duties, and equipment.....	45

## P.

Patrol:	Page.
Florida coast.....	33
Ice.....	11
North Pacific Ocean, Bering Sea, etc.....	22
Regattas.....	35
St. Marys River.....	31
Personnel:	
Civilian.....	41
Commissioned.....	41
Ports, captains of.....	31
Promotion in commissioned grades.....	41

## R.

Rank of, pay, and authorized commissioned personnel.....	59, 60
Recommendations:	
Aviation.....	36
Civilian personnel.....	41
Coast Guard Academy, New London, Conn.....	38
Coast Guard Training Station, New London, Conn.....	38
Commissioned personnel.....	41
Recruiting.....	36
Vessels and stations.....	39
Recruiting.....	10, 36
Regattas.....	35
Repairing and rebuilding stations.....	39
Repair and equipment of cutters.....	39
Resuscitation of the apparently drowned.....	34
River cutters.....	40

## S.

Seal, fur, protection of.....	22
Stations:	
Designation and location of.....	52
Equipment.....	61
Repairing and rebuilding of.....	39
Station ships, names, description, and stations of.....	51
St. Marys River patrol.....	31
Stores, Coast Guard.....	59
Summary of operations, 1920.....	9

## T.

Telephone lines.....	35
Training station for recruits at New London, Conn.....	59
Transfer of Coast Guard to Navy.....	41

## V.

Vessels and stations.....	39
Vessels boarded and examined.....	35
Vessels, merchant, of the United States, casualties to.....	189
Vessels running into danger, warned off shore.....	11

## W.

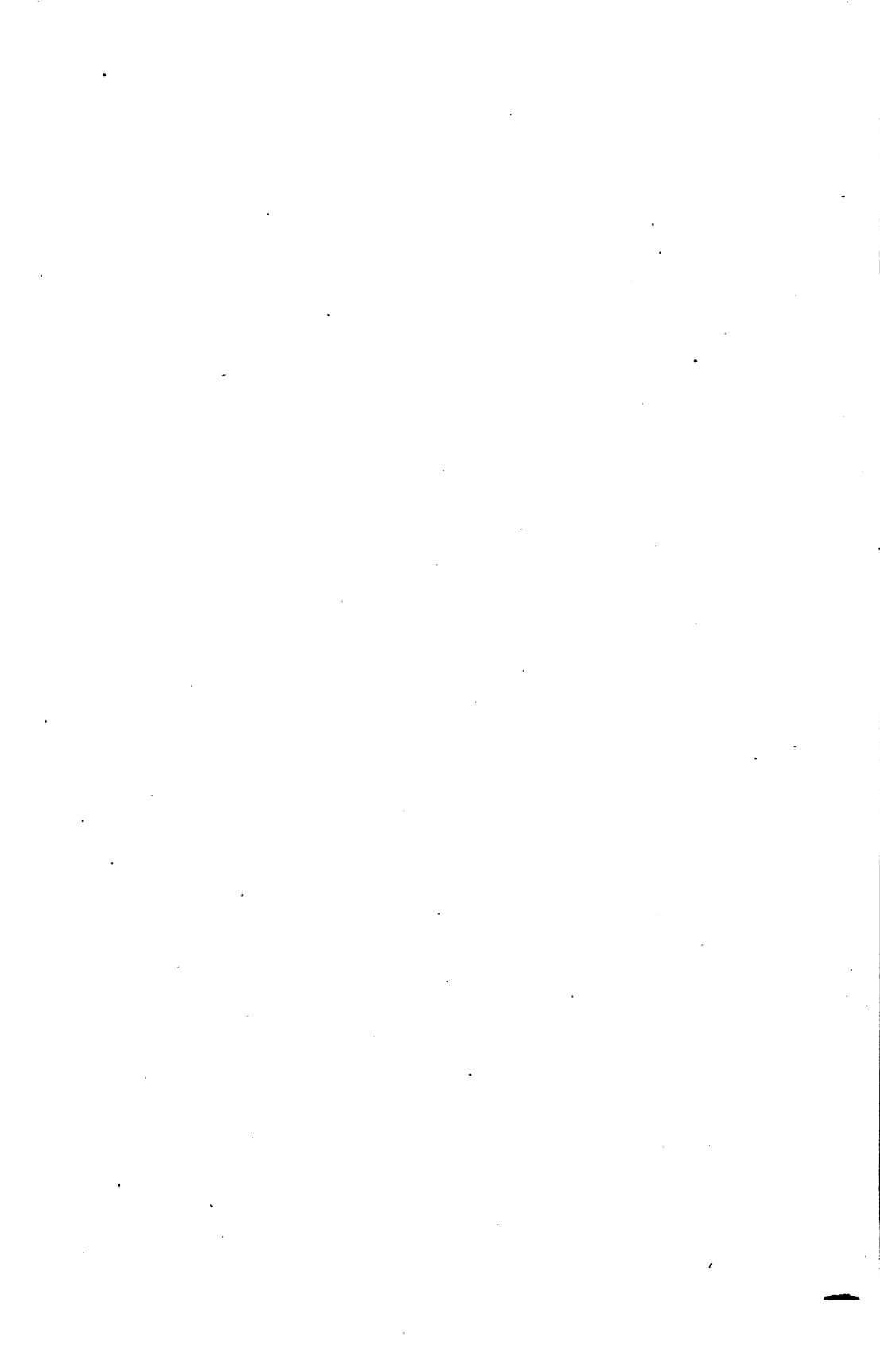
Warrant officers, complement and pay.....	59, 60
Winter cruising.....	13

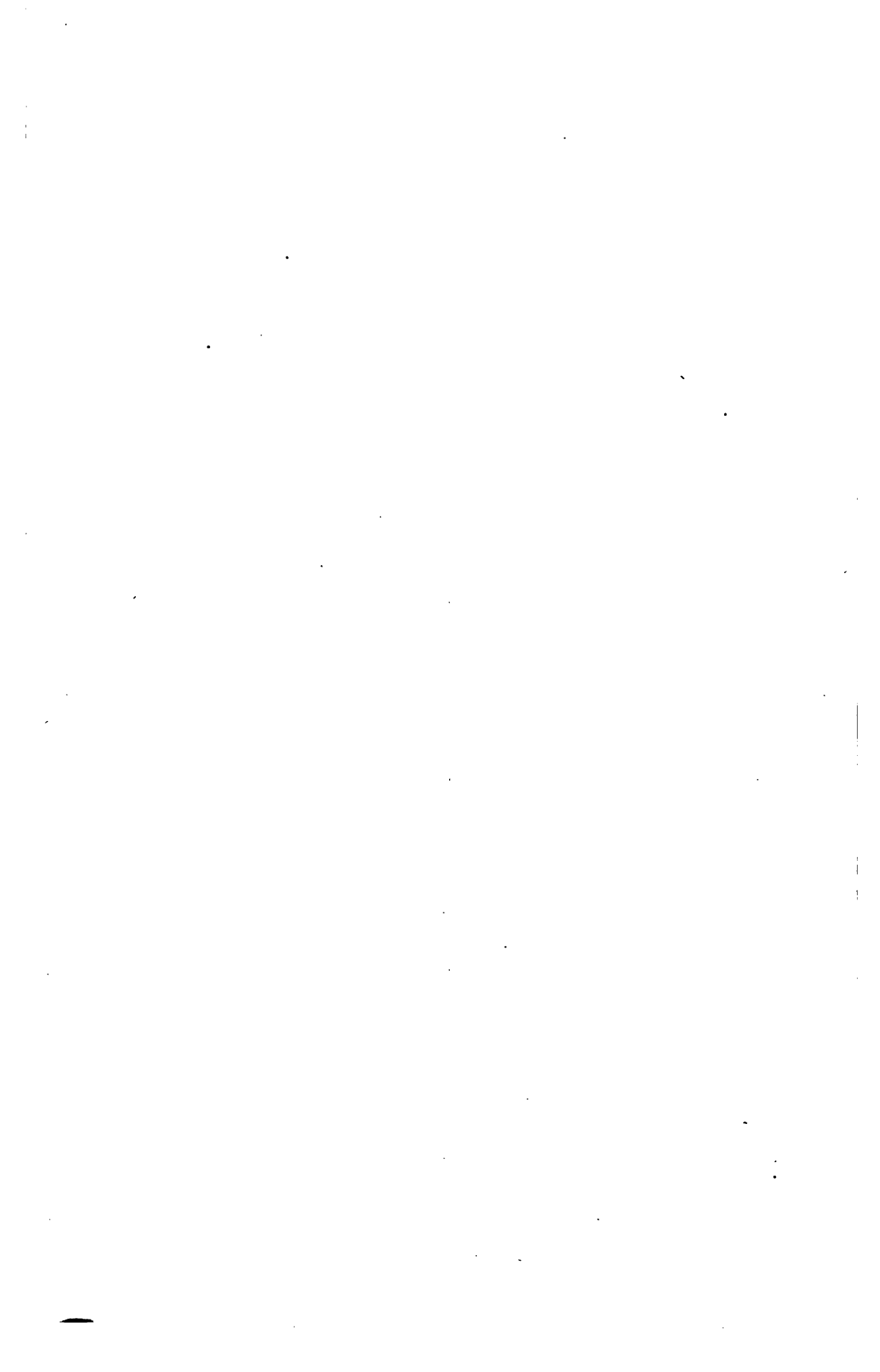


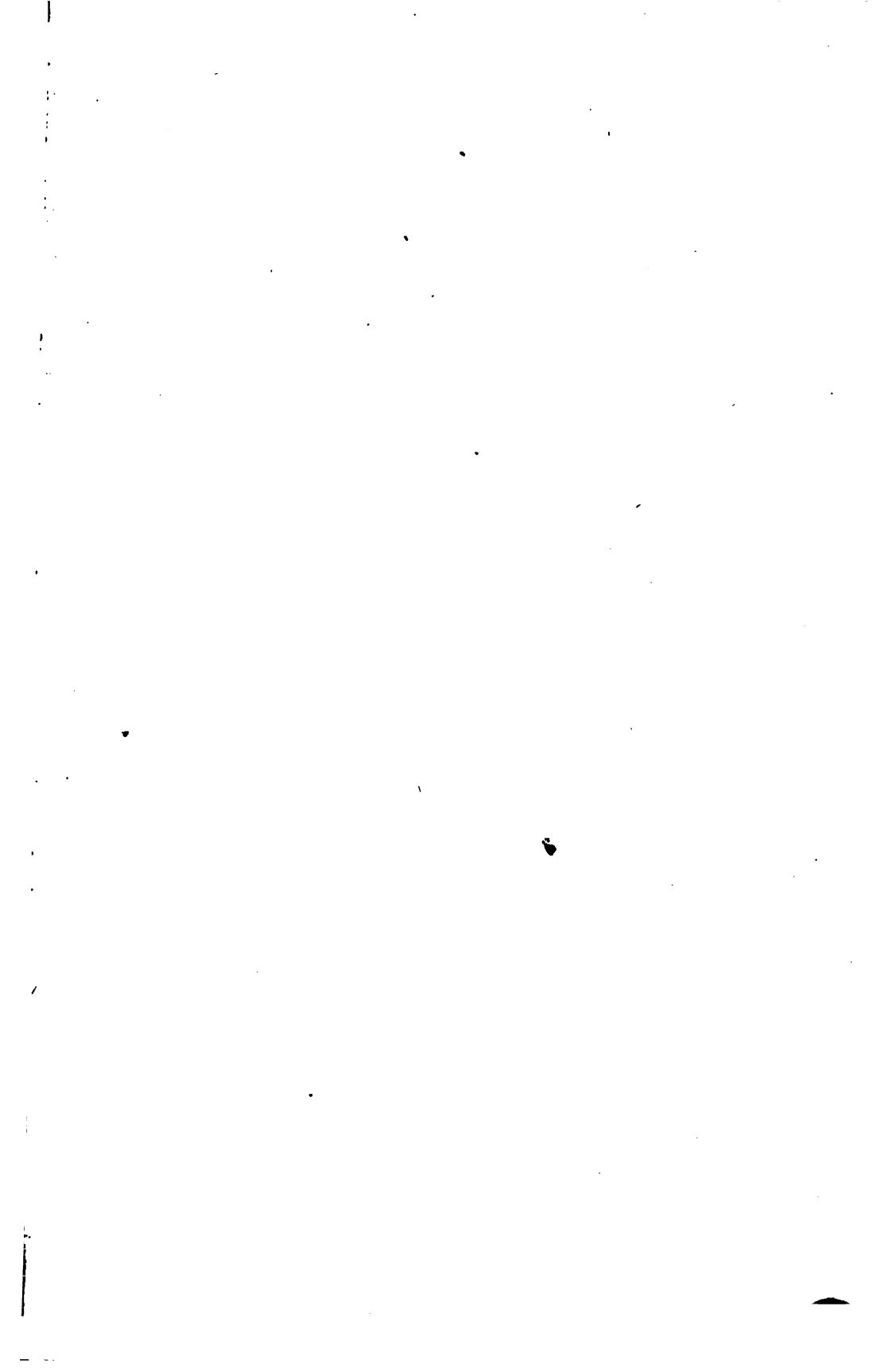














This book should be returned to  
the Library on or before the last date  
stamped below.

A fine of five cents a day is incurred  
by retaining it beyond the specified  
time.

Please return promptly.

DEC 1922

BOOK DUE-WID

63769  
MAR 20 1923

CANCELLED  
MAR 20 1923